

THE ILLUSTRATED LONDON NEWS.



McVITIE & PRICE

Biscuits of Highest Quality

EDINBURGH • LONDON • MANCHESTER

ROSS'S

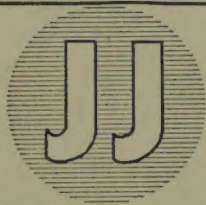
Belfast Ginger Ale

Also Ross's Soda Water—a delightful Soda Water
with or without.

STATE EXPRESS

555

Cigarettes



NOT A DROP IS SOLD TILL IT'S 7 YEARS OLD

JOHN JAMESON WHISKEY



JOHN JAMESON & SON LTD., BOW STREET DISTILLERY, DUBLIN, IRELAND, AND AT 41 TRINITY SQUARE, LONDON, E.C.3



IMPERIAL LEATHER

HAND-FINISHED

Toilet Soaps

A Cussons product

IN THE BEST OF GOOD TASTE

Presta

FRUIT SQUASHES & CORDIALS

made by the Apollinaris Company Ltd.



By Appointment Cyder makers to
H.M. KING GEORGE VI H.M. QUEEN MARY
William Gaymer & Son Ltd. Nottingham & London



Gaymer's CYDER

Famous for over 300 years

KING SIX CIGARS 1/9 each

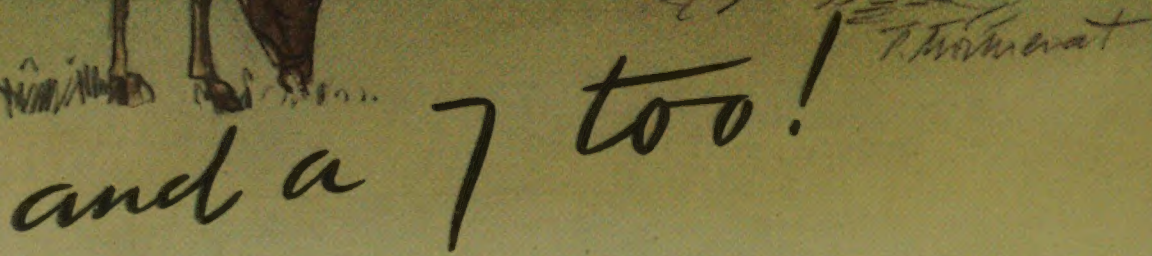
The result of a century of experience.
Makers of Fine Cigars since 1839
Made by J. R. Freeman & Son, Ltd.

MOTOR UNION

INSURANCE CO. LTD.
All Classes of Insurance Transacted

10, ST. JAMES'S STREET, LONDON, S.W.1.



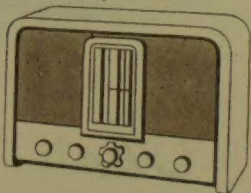


ABDULLA AND COMPANY LIMITED . 173 NEW BOND STREET . LONDON . W1



The inside story

You're looking at the inside of a G.E.C. set. Unfamiliar? Yes; and maybe you'll never need to look into it. For the name G.E.C. means that you can trust those 'insides' to give you good listening—and to go on doing so. *That's what really matters.* Take this fine ten-waveband model BC 5045, for instance. It's an expert's set for armchair world-roaming, and it's yours for £58. 16. 0. including tax. If you'd like closer acquaintance with fine radio—a trip to your Approved G.E.C. Dealer is a good idea.



G.E.C. RADIO AND TELEVISION
and a good job too!

The General Electric Co. Ltd., Magnet House, Kingway, London WC2



BY APPOINTMENT
Gin Distillers to H.M. King George VI
BOOTH'S DISTILLERIES LIMITED

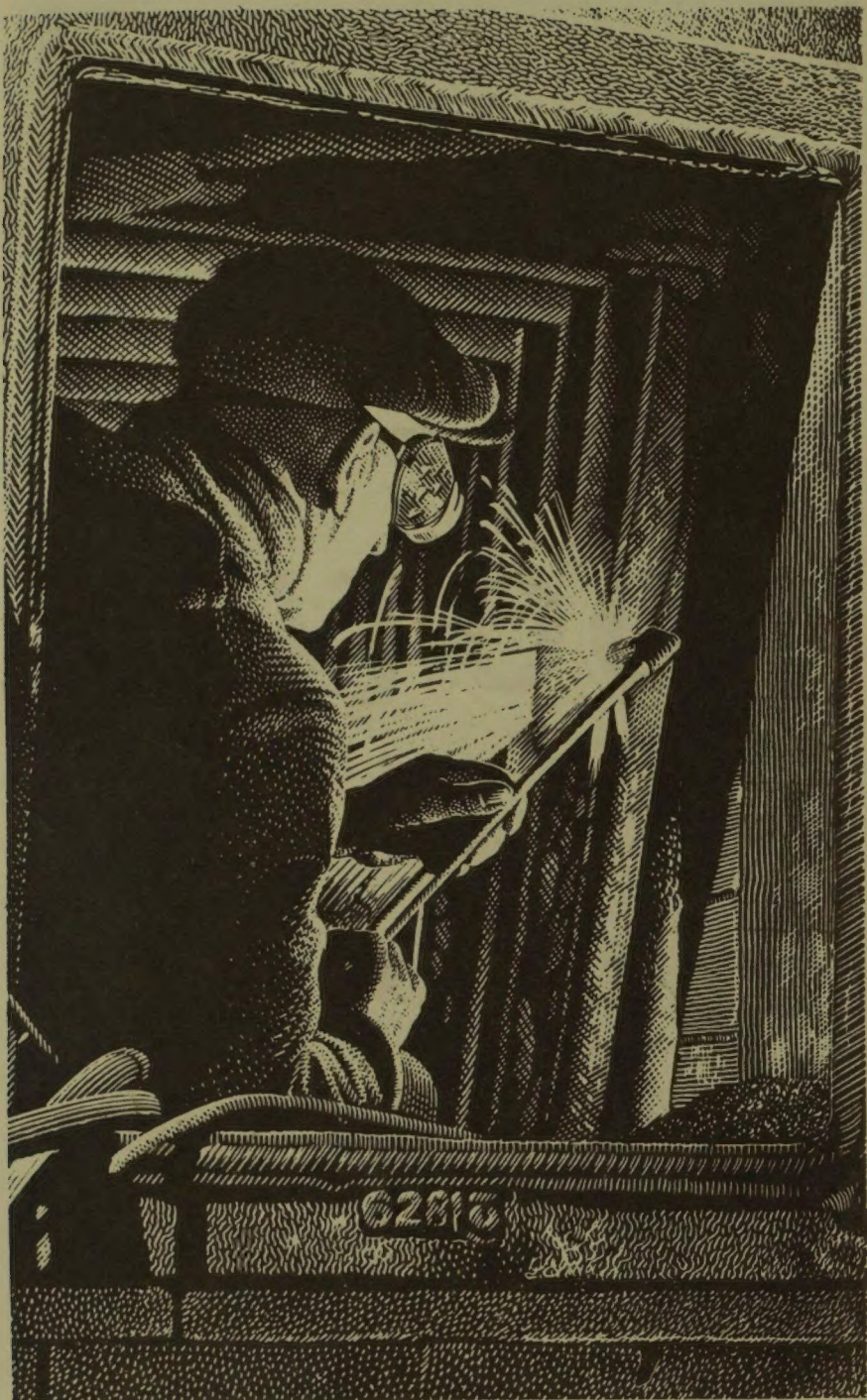
BOOTA'S

DRY GIN



Definitely Superior!

Maximum prices in U.K. 32/4 per bottle, 1/2 bottle 16/11, 1/4 bottle 8/10, miniature 3/5
THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE



ANOTHER TUBE GONE

Sudden calls to replace or repair burnt-out boiler tubes are not uncommon, and one of the causes can be scale deposited in the boiler from the water. The modern way of avoiding scale formation in industrial boilers is by conditioning the boiler water with Calgon (sodium metaphosphate) one of Albright & Wilson's phosphates. Calgon not only prevents the formation of scale in boilers but will keep feed pipes and valves clear as well. It will in fact all be clear to you if you care to consult Albright & Wilson's Technical Service Department.

ALBRIGHT & WILSON
LTD
CALGON

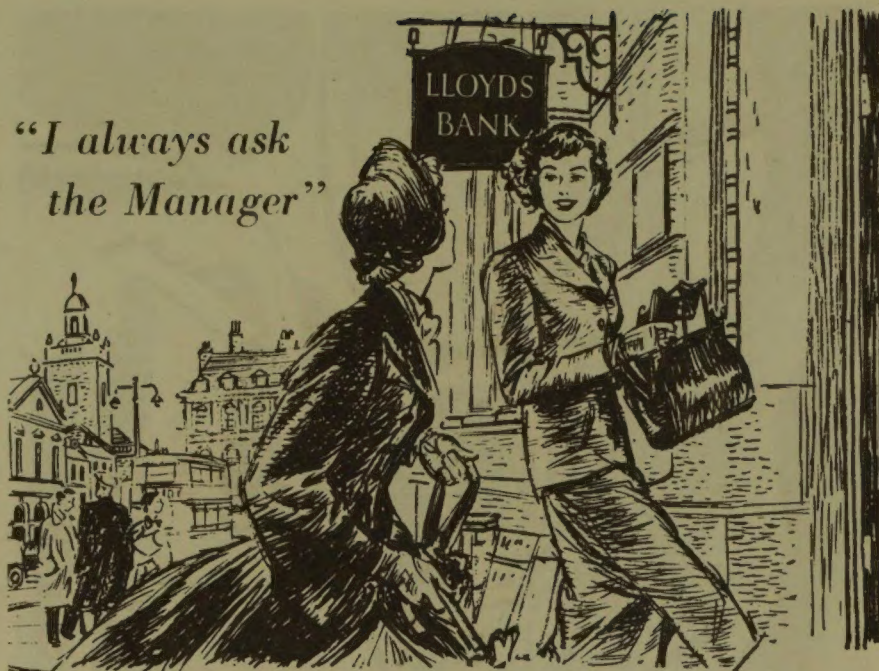


49 PARK LANE · LONDON · W.1 · Tel: GRO. 1311 · Works: Oldbury & Widnes



TNW 85A

*"I always ask
the Manager"*



CUSTOMERS of Lloyds Bank know by experience that our branch managers are friendly people to whom they can turn without hesitation for advice on any financial problem. Our managers cannot make customers' decisions for them but they can present issues clearly and provide information that enables customers to exercise their own judgment with confidence.

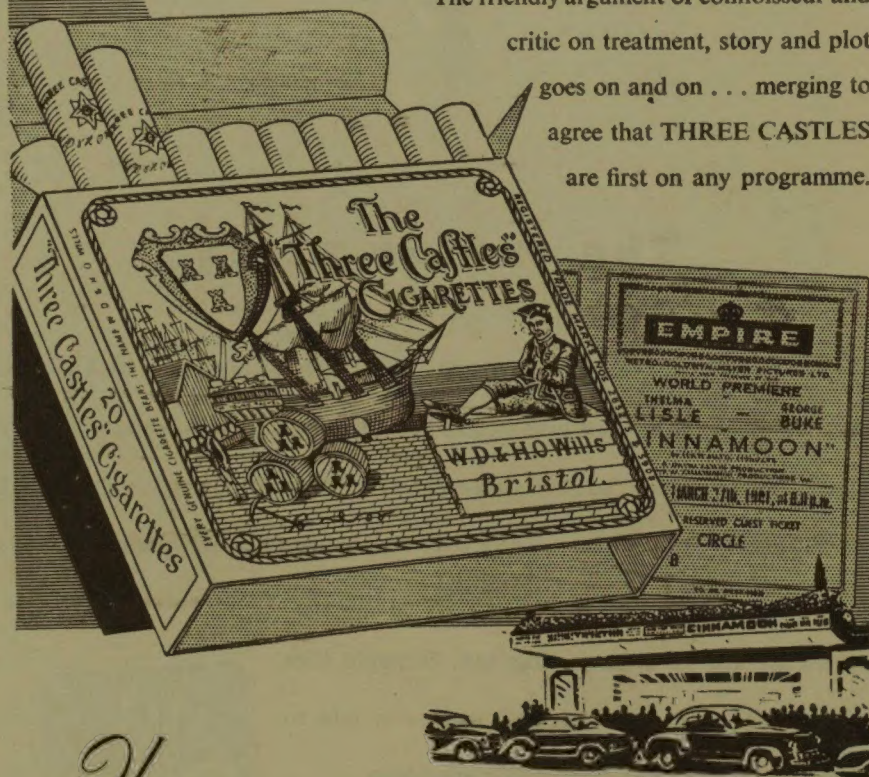
Let **LLOYDS BANK**

look after *your* interests



Entrée to enjoyment...

The friendly argument of connoisseur and critic on treatment, story and plot goes on and on... merging to agree that **THREE CASTLES** are first on any programme.



The
"THREE CASTLES"
CIGARETTES

20 for 3/10

Made by W. D. & H. O. WILLS, Branch of The Imperial Tobacco Co. (of Great Britain & Ireland), Ltd.

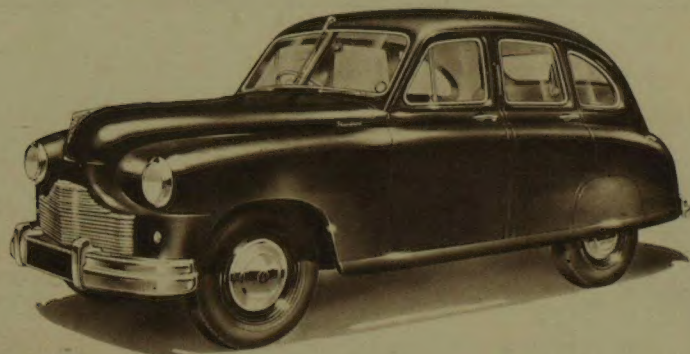
TT/321



All that's best in Britain...

The Lord Mayor's Show . . . the bands, the tableaux . . . winding through the crowded City streets . . . and now the climax, the Lord Mayor's Coach . . . the gilt and the braid of his resplendent coachmen . . . here is a scene as true and as typical of our country as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'

The Standard Vanguard



International Motor Show, Earl's Court
(Oct. 18th — 28th)

STAND 147

THE STANDARD MOTOR CO. LTD., COVENTRY
London: 37, Davies Street, Grosvenor Square, W.1. Telephone: MAYfair 5011



BY APPOINTMENT
SCOTCH WHISKY DISTILLERS
TO H.M. KING GEORGE VI



*The Spirit
of Scotland*



*'Quality
Tells'*

The Distinctive Whisky
IN
The Distinctive Bottle

D. 57



*Smoothly and silently spiriting away
the miles . . . reacting, as if instinctively, to the
lightest control, with irreproachable good
manners . . . carrying its passengers over the
highways of the world in spacious comfort . . .*

It's undoubtedly a Daimler—

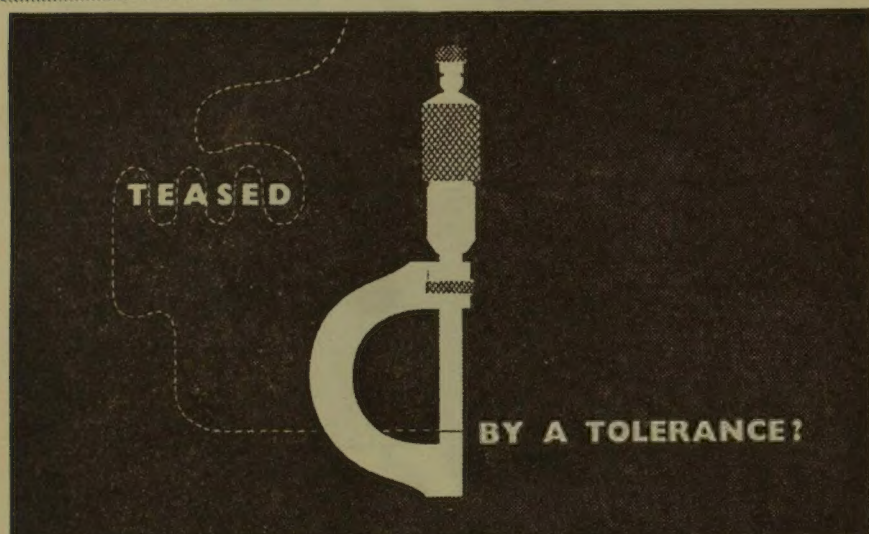


BY APPOINTMENT
Motor Car Manufacturers
To H.M. King George VI

THE DAIMLER COMPANY LIMITED · COVENTRY

DAIMLER 2½-LITRE CONSORT

A re-styled, air-conditioned saloon on the famous 2½-litre Daimler chassis. Other features that put the Consort at the top of its class, are the hypoid bevel rear axle, giving extra ground clearance, better performance; larger hydraulic brakes; rigid, exceptionally light body, and improved lines generally. May we send you a fully descriptive leaflet?

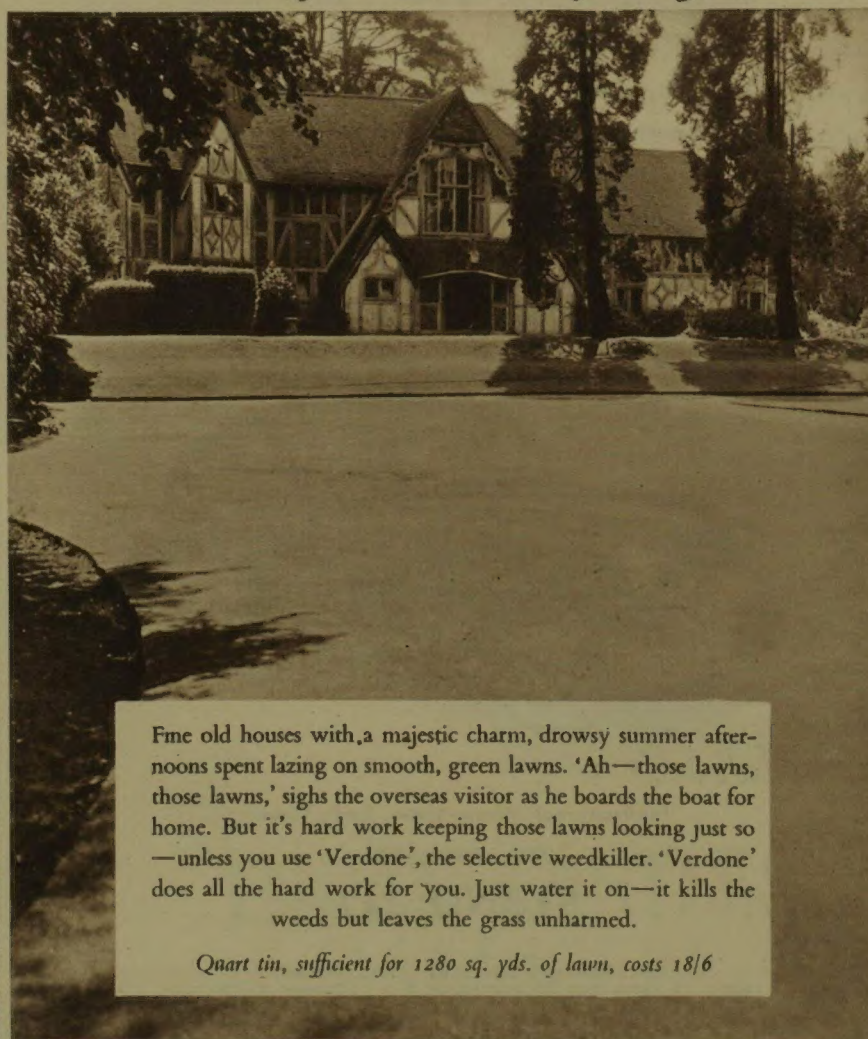


In the heart of rural Shropshire there's an engineering outfit with a solid reputation built on prophecy, production and precision. Prophecy? . . . well in 1906, for example, they gave the pressed steel wheel to the automobile world, and last summer were first in the field with the new wide-base rim. Production . . . they have equipped themselves to handle very large orders, and very large as well as small assemblies. Precision . . . because they design and make all dies and equipment in their own tool shops. They're specialists, this company, in steel manipulation from sheet, strip and plate . . . in pressings and welded assemblies. There is no manufacture of this kind which they cannot tackle.

ASK **Sankey** OF WELLINGTON

Joseph Sankey & Sons Ltd., Hadley Castle Works, Wellington, Shropshire.
Telephone: 500 Wellington · Shropshire. Telegrams: Sankey · Wellington · Shropshire.

The Stately Lawns of England



Fine old houses with a majestic charm, drowsy summer afternoons spent lazing on smooth, green lawns. 'Ah—those lawns, those lawns,' sighs the overseas visitor as he boards the boat for home. But it's hard work keeping those lawns looking just so—unless you use 'Verdone', the selective weedkiller. 'Verdone' does all the hard work for you. Just water it on—it kills the weeds but leaves the grass unharmed.

Quart tin, sufficient for 1280 sq. yds. of lawn, costs 18/6

PLANT PROTECTION LTD · YALDING · KENT

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, SEPTEMBER 9, 1950.



PLAYED ASHORE BY KILTED PIPERS: ONE OF THE FIRST TWO BRITISH BATTALIONS TO JOIN THE AMERICANS IN KOREA. MEN OF THE 1ST ARGYLL AND SUTHERLAND HIGHLANDERS DISEMBARKING FROM H.M.S. CEYLON AT PUSAN WHERE THEY RECEIVED A GREAT RECEPTION ON AUGUST 29.

The first United Nations troops to reinforce the Americans in Korea, the 1st Middlesex and the 1st Argyll and Sutherland Highlanders, disembarked at Pusan on August 29. The aircraft carrier Unicorn, carrying brigade H.Q. and the Middlesex battalion, berthed first, followed by H.M.S. Ceylon carrying the 1st Argyll and Sutherland Highlanders in jungle-green battledress. The British troops received a great reception

from cheering Americans and South Koreans, and were greeted with brass bands, pipe bands, women's choirs and flowers. Brigadier Coad, who commands the British force, was on the quay to meet them. On their last day in Hong Kong before embarkation the troops were addressed by Lieut.-General Sir John Harding, C.-in-C. Far East Land Forces, who told them to "Shoot quickly; shoot straight; and shoot to kill."



By ARTHUR BRYANT.

I SEE that Mr. A.A. Milne - author of 'Winnie the Pooh' and the, to some, rather embarrassing rhymes about Christopher Robin saying his prayers that delighted so many millions - has been getting into trouble with the humanitarians over an article about the use of the Atomic Bomb. It seems that Mr. Milne, a life-long and uncompromising hater of war, had advocated an unequivocal declaration by the United States or UNO - I have forgotten which - that an atom bomb would be dropped on the arch-aggressor's capital the moment any further warlike trouble started. All prominent humanitarians, I have noted, end by being torn in pieces by their fellow humanitarians; it seems to be a rule of Human Progress. Mr. Milne has proved no exception. One of his less violent critics in a letter I read in some newspaper expressed horror and bewilderment that a man who has been the source of so much good should be capable of becoming the source of so much evil: Jekyll and Hyde - Christopher Robin, as it were, and Anti-Christ! If Mr. Milne had invented the atom bomb or thrown one into a peaceful rally of his former friends, the pacifists, he could scarcely have aroused more indignation.

Yet it seems to me - but then I am probably an insensitive, unprogressive sort of fellow and little better, I dare say, than a reactionary, fascist hyena - that Mr. Milne is talking sense, more perhaps than he was when he wrote the verses idealising the virtues and charms of a little English boy. Human beings are Human beings, whether they go down to Buckingham Palace or to the Kremlin or merely to Wall Street, and this is where I have never been able to share the illusions and enthusiasms of Humanitarians and Progressives. There is only one way of teaching a human being - or human nation - the inadvisability of taking from an inadequate common larder as much as it is able, irrespective of the extent of it's just share, and that is by giving it a sensible respect for what will happen to it if it does. Men and nations who have acquired that degree of political sense may be said to be politically mature; among the latter are, for instance, Norway and Switzerland and, I like to think, Great Britain and France. Such learning comes from experience, usually rather harsh experience. For the truth is that those who grab more than a reasonable share of what this finite and incomplete world offers suffers in the end from a punitive recoil. The more they unjustly grab, the greater the ultimate recoil. Anything, therefore, that tends to educate them at an early stage of their self-impelled march to retribution and destruction is likely to prove a blessing to themselves and everyone else. A little firmness by their fellow beings at a sufficiently early stage towards Hitler and Mussolini - and the world, as the cartoonist, Giles, so justly points out, is always full of potential Hitlers and Mussolinis - would have benefitted everyone, and particularly Hitler and Mussolini. If I were given divine power and asked to confer on Messrs. Stalin, Molotov and their successors the greatest gift in my favour I should give them without hesitation a sense of what would befall them and their polity unless they acted towards others with justice, integrity and moderation. It seems to me that it is just this that Mr. Milne is seeking to confer on them, though, unfortunately, through a human and, therefore, imperfect agency.

However, as we live in an imperfect and human world, we have got to achieve the ends of justice and good will through human agencies. Mr. Truman is such an agency, and so is UNO, and so, whatever one may happen to think of it, is the British Government. To a perfectionist the

possession by frail and erring man of atomic power may seem a source of disaster, but so, for that matter, is the possession of any natural power, even a spade. For man can put a spade to many evil uses; he can hit his brother over the head with it or dig a trench for his destruction into which he or his brother may fall. Men were put into the world to use or misuse power, presumably as part of a process of education - at least my limited reason can conceive of no other explanation.

To Our Readers.

During World War II bombs fell upon our office and our printing works, transport conditions caused great difficulties and generally speaking it was not an easy matter to bring out our issues.

Despite this, the Illustrated London News appeared punctually every week and was produced in a manner which educated the administration of our readers everywhere. This we learnt from letters received from every part of the civilized world.

Unfortunately a dispute arose between the London Master Printers Association and the London Society of Compositors in which our printing works were involved.

We do not propose to deal with the causes of the dispute but only with its effects upon the presentation of the present issue.

The importance of the Illustrated London News as a link with lovers of Great Britain, not only in this country but also in the Commonwealth and indeed throughout the two Hemispheres made its continuance a matter of the greatest importance and so we have done our utmost to bring out the present issue in a manner as worthy as possible of the standing of the paper.

Any deficiencies are due to prevailing conditions and for these deficiencies we crave the indulgence of our readers.

This state of affairs has necessitated the omission of nearly all the weekly features which you look forward to most. They have all been written but at the time of writing, it does not seem likely they will see the light of day.

We regret this as much as you do but we assure you these features will be resumed as soon as possible.

Arthur S. Ingram, *editor*

tion of this bewildering phenomenon. At the moment they can use or misuse the atomic power they have discovered. And its most important use, I would suggest, even more than its utilisation in productive and creative purposes, would be the prevention of that insane and destructive misuse of power called international war. For that is, at the moment, human Priority Number 1; unless man can find, and before long, a way to prevent the curse of periodic war, his civilisation, as we know it, is doomed. The explosion caused by an atomic bomb is a dreadful thing to contemplate, but the universal destruction caused by a world war is far more dreadful. Even the horror and misery of Hiroshima pales into insignificance compared with the far greater horror and misery of the vast non-atomic world war of which it was a part. If the threat of another or worse Hiroshima could prevent another world war that threat would be justifiable in any moral court.

For, as the punishment for the crime of war increases, so the deterrent of war increases too. There ought to be a sanction attached to war so terrible that no man or nation could precipitate war without instantaneous disaster and retribution. Ever since 1914 good men have been wracking their brains and consciences to find some means of creating such a deterrent. The legal formalities devised by the League of Nations and UNO have been attempts to create such deterrents; they have not hitherto proved very effective, and even the present action in Korea, valuable as it may prove, can scarcely be regarded as more than a stop-gap. The retribution to the aggressor involved in such sanctions is still far too remote and uncertain to prove a real deterrent to any great Power bent on aggression. The fear of the atomic weapon is in a different order of repellent. It is instantaneous and catastrophic. Nor am I suggesting that its value in this respect is dependent on its possession by a single virtuous and global Power. I doubt - profoundly - the possibility of creating such a Power without another universal War of Unconditional Surrender of which the consequences would be far more disastrous than those of the first two. Nor do I believe, even if a World Sovereign Power was at present obtainable, that it would or could remain virtuous. As a historian I am a convinced adherent of Lord Acton's gloomy belief that all power corrupts and that absolute power corrupts absolutely. I should be scarcely more willing to entrust Wall Street with such a power than I would the Kremlin: I would not, believer though I am in the long Christian civilisation of my country, even willingly entrust it to Downing Street. One cannot turn a man into a God by giving him divine power: one can only by such means turn him into a Devil. It is better that, though there should be law, power should be divided. And the possession of atomic power by more than one great nation is not, in my belief, necessarily a curse for the world. It might even prove a blessing. The knowledge that an act of war by one Power, however destructive to an opponent would be followed, automatically and instantly, by a similar destruction to itself would be more likely to prevent war at the present stage of human development than any other human device of which I can think. Political and ideological division between East and West for many years to come now seems inevitable. The subjection of either to the will of the other is obviously unobtainable except through a war. The best prevention of war is, therefore, the certain knowledge on both sides of the so-called Iron Curtain that war would inevitably destroy the society not only of the attacked but of the attackers.



(Above). South Koreans lined up to welcome the British troops ; the scene as the Unicorn entered Pusan harbour.

(Below). Moving up from the dock area ; men of the 1st Bn. The Argyll and Sutherland Highlanders.

THE FIRST BRITISH LAND FORCES REACH KOREA : DISEMBARKATION SCENES AT PUSAN ON AUGUST 29.

The arrival in Pusan on August 29 of the 1st Bn. The Middlesex Regiment and the 1st Bn. The Argyll and Sutherland Highlanders, the first British land forces to reach Korea as a United Nations contribution to the American troops fighting against aggression, marked the opening of a new chapter in our military history. The troops, who for the past year have been undergoing a stern training in mountain warfare, arrived

ready for battle. On September 2 they were placed on the alert for action, and on September 3 were reported to be within sound of gunfire, but not yet committed; and to be digging slit trenches and mounting extra guards. They form part of the American Eighth Army reserve. On our front page we give a photograph of the actual disembarkation from the cruiser Ceylon.

NAMES IN THE KOREAN WAR REPORTS : LINE SHOWING INCIDENTS AND THE



IN THE NORTHERN SECTOR OF THE KOREAN BATTLE FRONT: AN AERIAL VIEW OF POHANG AFTER ITS OCCUPATION BY THE ENEMY.



AN AIR VIEW OF THE MAIN TAEJU - PUSAN HIGHWAY NEAR THE KOREAN TOWN OF MIRYANG ON THE SOUTHERN NAKTONG RIVER FRONT.



WITH A MAGNIFICENT VIEW OF ENEMY HELD POSITIONS ACROSS THE NAKTONG RIVER: U.S. MARINES OCCUPYING A POST COMMANDING THE LOWER GROUND AND RIVER CROSSINGS IN AN AREA ON THE CENTRAL FRONT.



U.S. ARMOUR IN ACTION: A TANK SHOOTING UP AN ENEMY-HELD VILLAGE DURING A U.N. ADVANCE IN THE CHINDONG-NI SECTOR.



INTO BATTLE: AN AMERICAN TANK FIRING FROM THE ROAD AT ENEMY POSITIONS WITH THREE KNOCKED OUT NORTH KOREAN TANKS BY THE ROADSIDE.

A PICTORIAL SURVEY OF THE FRONT TERRAIN OF THE RECENT FIGHTING.



ON THE SOUTHERN FRONT IN KOREA: THE TOWN OF CHINJU BURNING AFTER AN ATTACK BY FIGHTER BOMBERS OF THE U.S. 5TH AIR FORCE.



ON THE ALERT FOR SNIPERS: A SENTRY OF THE U.S. 1ST CAVALRY DIVISION IN THE RUINS OF WAEGWAN.

Mustangs of the Royal Australian Air Force have given close support with rockets and machine-gun fire. The attacks have been carried out in torrential rain which has reduced the roads to canals of thick mud through which enemy vehicles can only move at a snail's pace. The heaviest North Korean artillery barrage was laid down against U.S. forces at Waegwan and was reported to be "impressively accurate" on the ground.



THE SUPPLY PORT THROUGH WHICH FLOWS THE BULK OF THE MEN AND MATERIAL FOR THE UNITED NATIONS DEFENCE LINE: AN AERIAL VIEW OF PUSAN; SHOWING SHIPPING IN THE BACKGROUND.



SHOWING RICE-FIELDS POKED WITH SHELL-HOLES AFTER U.S. MARINES HAD CAPTURED A HILL-POSITION OVERLOOKING THE NAKTONG RIVER.



A TOWN RECAPTURED FROM THE NORTH KOREAN COMMUNISTS BY THE U.S. MARINES: A VIEW OF KOSONG IN RUINS.



(Above) Evacuating wounded from the Naktong line: stretcher bearers carrying two wounded American Marines from the slopes of a hill.

(Below) Using a disabled American armoured car as cover: American soldiers advancing along a road to make an attack.

IN THE FRONT LINE: EVACUATING WOUNDED; AND U.S. TROOPS IN CONTACT WITH THE ENEMY.

At the time of writing the North Koreans are launching a powerful two-pronged attack. The all-out offensive is threatening to outflank Pohang and Taegu. Although this offensive had been expected it was clear that it far exceeded in strength the last big thrust which was made

north of Waegwan on August 17 and gravely endangered Taegu. In a broadcast from Washington on September 1 President Truman said that the Communist invasion of Korea had reached its peak and the task remaining was to crush it.



Leading an infantry attack on the peak seen in the background : A U.S. tank engaging the enemy at long range.

In the Masan area : U.S. tanks firing from ramps to obtain crest clearance when supporting infantry in hilly country.

THE TANK IN WAR : TWO METHODS OF SUPPORTING ADVANCING INFANTRY.

The ever-increasing U.S. strength in armour has played a great part in halting the steam-roller advance of the North Korean Communists. Both Sherman and Patton tanks have been in action in close support of United Nations infantry. In the top photograph a tank is leading the advancing troops and engaging enemy strongpoints ; and in the lower photograph the tank guns are being used as field pieces to give covering fire. It will be noticed that the tanks have been run up ramps to give the guns extra elevation.



THE GREAT AND COURAGEOUS HEAD OF A GREAT AND COURAGEOUS STATE: PRESIDENT TRUMAN, WHOSE MESSAGE TO CONGRESS AFFIRMED THE AMERICAN DETERMINATION TO RESIST AGGRESSION WHEREVER IT MAY BE ATTEMPTED.

Mr. Truman's historic 6000-word message to Congress on July 19 announced unprecedented steps for a nation to take in peacetime, and affirmed the determination of the United States to resist aggression wherever it is attempted. He asked Congress for the sum of 10,000,000 dollars for the American armed forces and gave a warning that he would request further sums to provide military aid for the Atlantic Pact Powers, and other nations vital to American security. He also informed Congress that he had empowered the Secretary of Defence to call up the number of men needed, and asked for the statutory limits of the strength of the armed forces to be removed. He paid tribute to the courage and tenacity of the United States forces in Korea, spoke of his determination to prevent attack on Formosa, and pointed out to Congress

that America's great economic resources would require substantial re-direction to bear the strains which must necessarily be involved. Referring to the world situation, he said: "In addition to the direct military effort we and other members of the United Nations are making in Korea, the outbreak of aggression there requires us to consider its implications for peace throughout the world. The attack upon the Republic of Korea makes it plain beyond all doubt that the International Communist movement is prepared to use armed invasion to conquer independent nations." On Sept. 1 Mr. Truman, in a nation-wide broadcast, outlined eight points of American policy, called on the nations to aid in seeking peace and security through U.N., and said the Communist invasion of Korea had reached its climax.

Portrait study by Karsh of Ottawa.

LENT FOR EXHIBITION IN CAPE TOWN: WORKS FROM THE BEIT COLLECTION.



"THE CASTLE OF BENTHEIM": BY JAKOB VAN RUYSDAEL (c. 1628-1682), MOST FAMOUS MEMBER OF THE VAN RUYSDAEL FAMILY OF PAINTERS. HE WAS THE SON OF ISAAK RUYSDAEL, A FRAME-MAKER, AND NEPHEW OF SALOMON VAN RUYSDAEL.



"THE MARRIAGE FEAST AT CANA": BY JAN STEEN (1626-1679), AN IMPORTANT WORK BY ONE OF THE MOST FAMOUS OF THE SEVENTEENTH-CENTURY DUTCH ARTISTS. HE WORKED UNDER ADRIAEN VAN OSTADE, WHOSE STYLE INFLUENCED HIM.



"DONA ANTONIA ZARATE": BY FRANCESCO JOSE DE GOYA Y LUCIENTES (1746-1828). AN IMPORTANT EXAMPLE OF GOYA'S UNRIVALLED SKILL AS A PORTRAITIST.



"THE COTTAGE GIRL": BY THOMAS GAINSBOROUGH, R.A. (1727-1788). A CHARACTERISTIC EXAMPLE OF THE ART OF ONE OF THE GREATEST PAINTERS OF THE ENGLISH SCHOOL.



"A LUTE PLAYER": BY FRANS HALS (1580-1666), AN EXCELLENT EXAMPLE OF THE WORK OF THIS LIVELY AND EXTREMELY POPULAR PORTRAIT PAINTER OF HAARLEM.

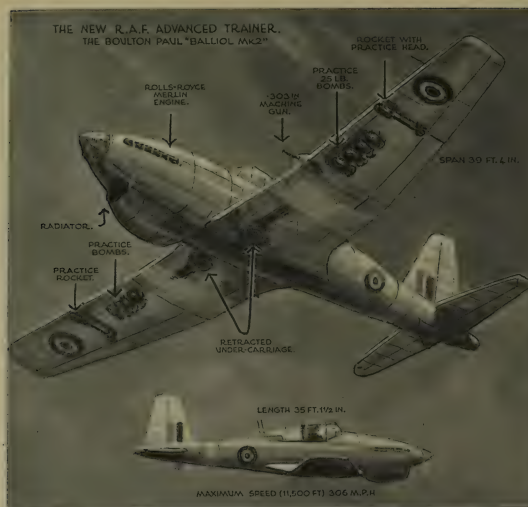


"CHRIST AT EMMAUS" (THE SERVANT): BY DIEGO DE SILVA Y VELASQUEZ (1599-1660). CHRIST AND A DISCIPLE MAY BE SEEN THROUGH A HATCH AT THE TOP LEFT-HAND CORNER.

THE Beit collection, which was formed by the late Sir Otto Beit, and is now owned by his son, Sir Alfred Beit, is very well known, and contains important examples of the work of leading artists of the Spanish, Dutch, Flemish and British Schools. It will be remembered that Sir Alfred lent the set of six incidents from the story of the Prodigal Son, by Bartolomé Esteban Murillo (c. 1616-1682), to the Exhibition of Spanish Painting organised by the Arts Council of Great Britain to tour this country in 1946. This exhibition was seen in London early in 1947, when it was further enriched by examples from the collection of the National Gallery, where it was shown. In our Christmas Number of 1947 we reproduced in colour, by permission of Sir Alfred Beit, one of this set by Murillo. He has now generously lent his collection for exhibition in the South African National Gallery at Cape Town. This loan exhibition of forty-eight paintings, which occupies two rooms of the Gallery, is one of the most important events in the art history of the Union. The collection has been on view since the middle of last year, and in order that it should be fully appreciated, has been the subject of nine special broadcasts from Cape Town. On this page we reproduce a selection of works from the exhibition. "The Castle of Bentheim," by Jakob van Ruysdael, was, according to tradition, painted in 1653 for Count Bentheim, in whose family it remained until the French invasion of 1792, when it was removed to Paris.



"HEAD OF A DOMINICAN MONK": BY SIR PETER PAUL RUBENS (1577-1640). A VERY FINE PORTRAIT HEAD BY ONE OF THE GREAT MASTERS OF EUROPEAN PAINTING.



THE RECORDER, MOUNTED ON TOP OF THE GYRO GUN-SIGHT FOR PRACTICE "SHOOTING."



AIR-TO-AIR FIGHTING TRAINING. THE PUPIL IS TAUGHT HOW TO POSITION HIS AIRCRAFT ON HIS TARGET USING GYRO GUN-SIGHT AND CAMERA RECORDER.



TRAINING FLEDGLING FIGHTER PILOTS OF THE R.A.F.; THE BALLIOL T. MK2, THE LATEST ADVANCED

After long and exhaustive tests the Boulton Paul Balliol T. Mk2 aircraft has just been adopted as the standard advanced training aircraft for the R.A.F. and is now coming into use to supersede older types of training machines. The Balliol T. Mk2 is a two-seater with a Rolls-Royce Merlin 35 engine and is designed to meet the requirements of modern advanced training by day or night in flying, gunnery, navigation, bombing, photography and glider-towing. The pupil-pilot and the instructor sit side-by-side with full dual control, comparable to the controls of a modern fighter aircraft. The pupil-pilot having learned to

fly in a light training aircraft, passes on to the advanced training aircraft, in which he is taught to use the weapons of aerial warfare. Though his weapons are only practice types with camera attachments, he soon learns how to position his aircraft on his target, for the guns are fixed and he aims with the whole aircraft, and once he has mastered the use of his weapons he is well on the way to take over a single-seater jet fighter in an operational squadron. The improved gyro gunsight with recorder is of considerable value in this training, for the results of an attack on another aircraft can be assessed and analysed

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS



AIR-TO-GROUND TRAINING. THE PUPIL IS TAUGHT TO ATTACK WITH PRACTICE ROCKETS, BOMBS, AND THE 303 IN. MACHINE GUN.



THE PUPIL PASSES TO TRAINING IN JET AIRCRAFT, FINALLY FLYING SOLO IN SERVICE FIGHTERS AND USING SERVICE ARMAMENT AND AMMUNITION AGAINST TOWED GLIDER TARGETS.



TRAINING AIRCRAFT, AND METHODS OF INSTRUCTION AND EQUIPMENT USED AT FLYING SCHOOLS.

in the quietness of the projector room, where the films from the camera are thrown on to the screen for the benefit of the pilot and his instructor. The recorder is built into a flat, rectangular case and is loaded with a magazine of 16-mm. cine film. A right-angled prism in front of the lens permits the recorder to be mounted with its flat side over the gunsight lens, which transmits the moving graticule image, while the gunsight reflector fitted at an angle of about 45 degrees over the gunsight lenses reflects the target-image into the recorder, thus superimposing it on the graticule image, which is picked up by

transmission through the reflector. The pupil-pilot is also taught the principles of air-to-ground attack, using the practice weapons carried by the Balliol. On completion of this training, the pupil-pilot goes to an Advanced Flying School, where he has an opportunity of flying jet fighters in the shape of the Me109 VII trainer—a two-seater designed to carry a pupil and instructor. From the Advanced Flying School he passes to an Operations Conversion Unit, where he becomes proficient in advanced solo flying and fighter aerobatics and completes his weapon-training by using standard service armament and ammunition.

WITH THE ASSISTANCE OF THE AIR MINISTRY.



THE START OF A TWO-MILLION-DOLLAR CANADIAN-U.S. PROJECT TO INCREASE THE SALMON POPULATION OF THE FRASER RIVER BASIN: PROFESSOR C. W. HARRIS (RIGHT) SHOWING ON THE MODEL OF HELL'S GATE AT THE UNIVERSITY OF WASHINGTON HOW HIS VERTICAL BAFFLE FISHWAY KEEPS THE FISH ON THEIR WAY TO THE SPAWNING-GROUND.



A PROBLEM, WHICH A LANDSLIDE IN 1913 BROUGHT ABOUT, SOLVED: HELL'S GATE, IN THE FRASER RIVER, WITH THE BAFFLE FISHWAY AND APPROACH TUNNEL, WHICH WERE FIRST TRIED OUT IN THE MODEL SHOWN IN THE PICTURE ABOVE, AND WHICH HAVE EASED THE RUN OF THE SOCKEYE SALMON.

SAVING A VALUABLE SOURCE OF FOOD: BY-PASSING HELL'S GATE IN THE LABORATORY; AND IN THE FIELD.

One of the richest sources of good food—from which this country has been debarred by the dollar shortage—is the Pacific-coast salmon fishery. The Pacific fish fall into five species of *Oncorhynchus*—the "Spring" (or "Quinnat"), the "Sockeye," the "Coho," the "Pink," and the "Chum"—and on these pages we are concerned with a long-standing threat to the breeding of the sockeye in the Fraser

River basin and the method of dealing with that threat. Like all the Pacific salmon, the sockeye feeds in the ocean and returns to freshwater spawning-grounds before dying. Many of these spawning-grounds lie in the Fraser River basin, and in 1913 a large rock-slide created a bottleneck down-river and the extremely turbulent water so caused at Hell's Gate prevented the ascent of great quantities

[Continued opposite.]



THE ASSOCIATED LONDON NEWS 491
SEPT. 9, 1950
AFTER A SPECIMEN FISH HAS BEEN NETTED, ONE BIOLOGIST HOLDS IT IN THE TROUGH WHILE ANOTHER PREPARES TO ATTACH A TAG BELOW THE DORSAL FIN.

(ABOVE, RECORDING THE RUN OF THE SOCKEYE SALMON AT THE DIFFICULT HELL'S GATE BOTTLENECK IN THE FRASER RIVER, BRITISH COLUMBIA: A FISH IS NETTED BELOW THE DIFFICULT WATER.

Continued.
of sockeye to the spawning-grounds, with a consequent progressive decline in the numbers of fish. Various types of fish-ladder were tried without permanent success, and eventually the International Pacific Salmon Fisheries Commission asked the U.S. and Canada to provide 2,000,000 dollars to overcome this and similar difficulties in the Fraser River. A model of Hell's Gate was built at the University of Washington and there Professor C. W. Harris worked out the Vertical Baffle Fishway which we illustrate and which, by breaking the flow and creating eddies, and with the additional provision of a tunnel, allows the fish successfully to negotiate this difficult rapid.

(RIGHT.) AT HELL'S GATE, ON THE FRASER RIVER: TWO BIOLOGISTS HAVE SET UP AN IMPROVED MARKING STATION ON THE BANK, ONE NETTING A SPECIMEN FISH, THE OTHER PREPARING THE TROUGH AND TAGS.



AFTER THE FISH HAS BEEN TAGGED—THE TAG CAN BE SEEN JUST BELOW THE DORSAL FIN—IT IS TAKEN FROM THE TROUGH AND THROWN BACK INTO THE RIVER TO RESUME ITS JOURNEY.

HERE ANOTHER SOCKEYE, MARKED AND RECORDED, RESUMES ITS RUN TO THE UPSTREAM SPAWNING-GROUNDS. THE TAGGING WILL LATER SHOW THE PROPORTION WHO NEGOTIATE THIS DIFFICULT RUN.

"IDENTIFICATION CARDS" FOR SOCKEYE SALMON: FISHERY RESEARCH AT HELL'S GATE, ON THE FRASER RIVER, BRITISH COLUMBIA—"TAGGING" THE FISH TO FIND WHAT PROPORTION PROGRESS THROUGH THE UPSTREAM RAPIDS.

NEW ZEALAND'S "ISLE OF TERRORS", WHERE BIRD COLONIES FRINGE AN ACTIVE CRATER.



(ABOVE.) A DECEPTIVELY PEACEFUL SCENE IN NEW ZEALAND'S ISLE OF TERRORS: LOOKING INTO VOLCANIC WHITE ISLAND'S CRATER BAY, TOWARDS THE SULPHUR FACTORY WHICH WAS FOUND TOO DANGEROUS TO WORK.



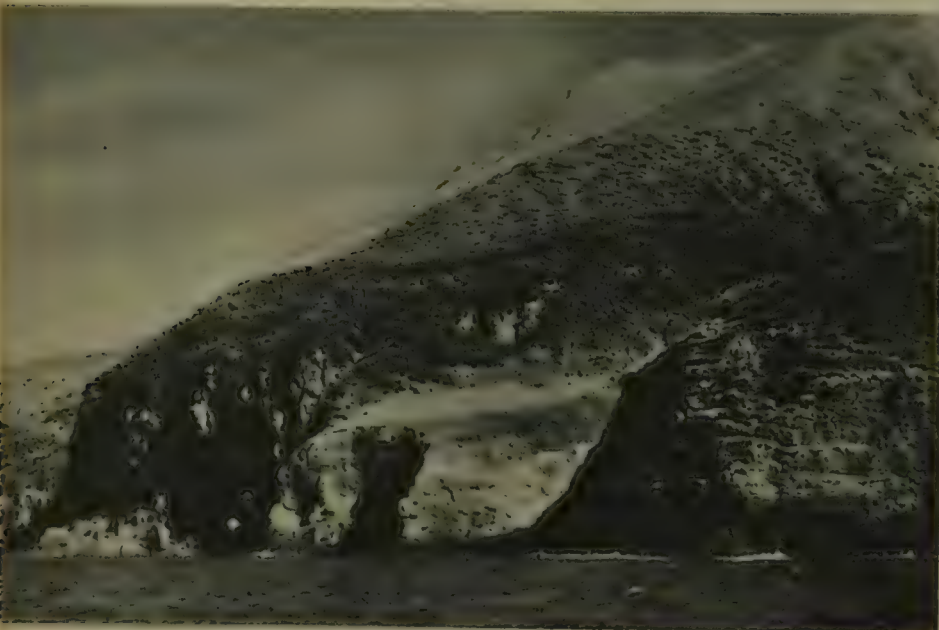
WHITE ISLAND FROM THE SEA: THE SOUTHERN POINT, SHOWING (CENTRE) ONE OF THE NESTING-GROUNDS OF THE SMALLER AUSTRALIAN GANNET (*SULA SERRATOR*) BACKED BY DENSE POHUTUKAWA SCRUB.



LOOKING DOWN INTO THE EVER-ACTIVE CRATER OF WHITE ISLAND, N.Z., FROM THE SOUTH-EAST RIM. THE CRATER WALLS ARE ABOUT 800 FT. HIGH.



WHERE ACID STEAM RUSTS STEEL AND CRUMBLES ROPE: WHITE ISLAND, FROM THE AIR, THE VOLCANO THAT MAORI TRADITION CONSIDERS THE SOURCE OF FIRE.



CLOTHED IN A STUNTED SCRUB OF POHUTUKAWA (*METROSIDEROS EXCELSA*), THE CRATER WALLS OF WHITE ISLAND RISE HERE TO 700 FT.—FARTHER WEST TO 1053 FT.

Rising from deep water in New Zealand's Bay of Plenty, about 27 miles off-shore from the volcanic district centred round Mt. Tarawera, White Island is to the Maoris the traditional source of fire, and to those New Zealanders who know it an isle of terrors. It is a simple volcanic cone which Captain Cook so named because of the cloud of white steam and smoke which rises continually from the crater. It is continuously active and acid-impregnated waters bubble and turn to steam in volcanic vents and gas roars



FILMING THE LIFE OF THE AUSTRALIAN GANNET ON ONE OF THE SEVERAL NESTING-GROUNDS ON THE SEAWARD SLOPES OF THE VOLCANIC CONE WHICH FORMS WHITE ISLAND.

from fumaroles at so great a heat as to melt the thermometers with which visiting scientists try to take the temperature. The seaward walls of the volcano are clothed with scrubby Pohutukawa (*Metrosideros excelsa*), a relative of the myrtles, and at several points there are established colonies of *Sula serrator*, a smaller Southern Hemisphere cousin of the well-known northern gannet. There are rich sulphur deposits on the island, and several attempts have been made to work them. The first (in 1885) was abandoned in fear of an eruption. A 1913-14 attempt ended with the death of the entire party, and later attempts were also abandoned. The island is about three-quarters of a mile long and a quarter of a mile wide, and its Maori name is Waikare.

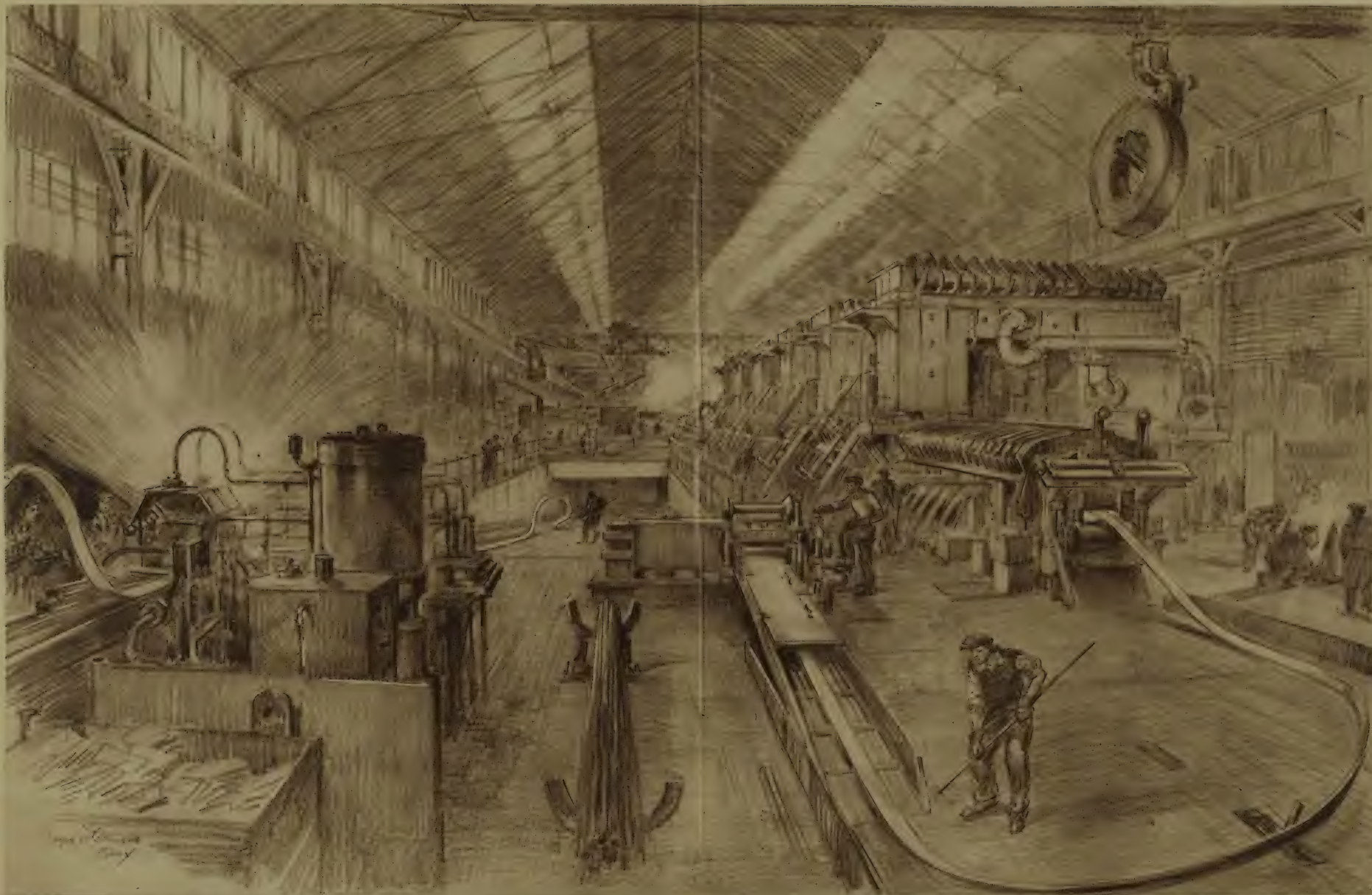


"BLOWING" A BESSEMER CONVERTER: A SCENE ON THE BESSEMER PLATFORM AT THE CORBY WORKS, WHERE IRON-ORE, LOCALLY WON, IS CONVERTED TO STEEL TUBES IN A SERIES OF CONTINUOUS OPERATIONS.

On this and the succeeding pages, our Artist has shown some of the most interesting operations at the remarkable Corby Works of Stewarts and Lloyds, Ltd. These works are situated in the Northamptonshire Ironfield and are devoted, for the most part, to converting the local iron-ore into steel tubes. After the iron ore has been smelted in the blast furnaces the iron arrives, after de-sulphurisation, at the Bessemer Plant. Here it is received in one of the three 1,000-ton-capacity mixing vessels. Thence, in the same plant, it goes to the Bessemer Platform, where it is converted into basic Bessemer steel in one of the five 25-ton-capacity converters. This is the

scene our Artist shows, with two of the converters (one "blowing") on the left. Casting is carried out by means of casting cars and all the steel made in this plant is top-poured. Finished ingots can be seen being taken off for the next stage by a small locomotive on the right, on a lower level. It is of especial interest that the entire operation of the Corby Works—including steel-heating, steam-raising and power generation—is carried out without the use of coal or other extraneous fuel, except the coking coal charged to the coke ovens; and the gas from the blast furnaces and coke ovens is distributed round the whole of the works.

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU, WITH THE CO-OPERATION OF MESSRS. STEWARTS AND LLOYDS, LTD.



FROM STEEL STRIP TO WELDED TUBE IN A CONTINUOUS OPERATION: THE GREAT CONTINUOUS WELD MILL AT CORBY, WITH THE STEEL ON ITS WAY FROM THE FLASH-WELD (L.) TO THE TUNNEL FURNACE (R.).

In the Corby Tube Works in Northants, after the steel produced in the Bessemer plant has been converted into steel strip (see next page) it comes in the form of coils, as on the gantry hook (top, right), to the continuous

weld mill. Here the end of one coil is welded to the start of the next coil in the flash-welding unit (extreme left of picture) and proceeds to the furnace via a long inclined slope on which the strip forms a loop. The purpose of

this loop is to allow the mill to continue to draw strip through the furnace whilst the flash-welding operation is taking place. The furnace is one of a set of four, and it is of the tunnel variety, heated by multiple coke-oven-gas

burners; and through it the strip passes at speeds up to 6 ft. per second to the rolling, welding and cutting units at the far end (illustrated on the following page).

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GUINEAU, WITH THE CO-OPERATION OF MESSRS. STEWARTS AND LLOYDS, LTD.

"TATTENHAM CORNER" AND THE FLYING SAW: STEEL-TUBE PRODUCTION.



"ROUNDING TATTENHAM CORNER"—IN THE STRIP MILLS AT CORBY WORKS. THE STRIP MILLS (RIGHT BACKGROUND) ARE PRODUCING RED-HOT STRIP STEEL, WHICH PASSES DOWN THE LENGTH OF THE MILL, ROUNDS "TATTENHAM CORNER" (FOREGROUND, LEFT AND CENTRE), AND PASSES TO THE COILING UNIT (CENTRE BACKGROUND).

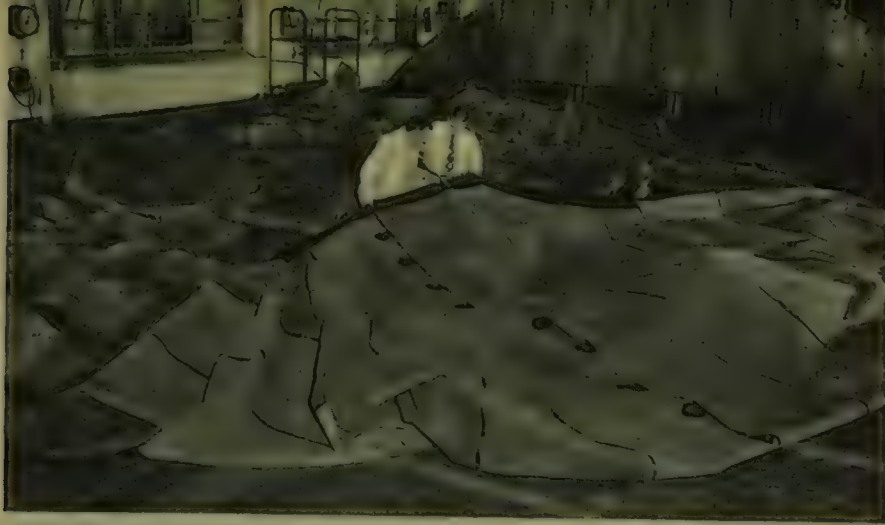


THE FINISHED ARTICLE EMERGES FROM THE END OF THE WELD MILL. THE HEATED STEEL STRIP MOVES THROUGH THE TUNNEL FURNACE, IS FORMED INTO A TUBE, THE EDGES WELDED, THE FINISHED TUBE CUT IN LENGTHS BY THE FLYING SAW (CENTRE, LEFT) AND THE TUBE REMOVED ON A LIVE ROLLER TROUGH (EXTREME LEFT).

On this page is continued the story (begun on the previous pages) of the continuous series of processes by which steel tubes are produced at Stewart and Lloyds, Ltd.'s Corby Works. The picture on page 403 showed the production of basic Bessemer steel in ingots. These ingots next pass through soaking-pits, blooming-mills and billet and bar mills—processes which we do not illustrate—and reach the strip mills (upper picture, this page) in the form of billets or slabs. These latter are there converted by reheating and rolling into lengths of red-hot steel strip, which passes

down the mill, rounds a corner and is then coiled. The coils, as required, go to the flash-welding unit (pages 404-405), where they become part of a continuous strip which is being drawn through a tunnel furnace. From this it emerges at 2550 deg. Fahr., is cleaned by air blast, formed by roller into a circular section, the edges welded and consolidated in four more rollers and cut into lengths as it leaves in a continuous stretch, the cut lengths being removed on a live roller trough. In this way the Corby Works produces over 50,000 miles of steel tube each year.

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU, WITH THE CO-OPERATION OF MESSRS. STEWART AND LLOYDS, LTD.



CHECKING THE SECTIONS OF RUBBERISED FABRIC, WHICH, WHEN INFLATED, MAKE THE HUGE BUBBLE-LIKE "IGLOO" DESIGNED TO HOUSE AND SHELTER RADAR ANTENNÆ.



JOINING THE SECTIONS OF THE RADAR "IGLOO": THE LONG STRIPS ARE ASSEMBLED OVER THIS HEATED FORM, WHICH SEMI-CURES EACH JOINT AND RENDERS IT AIRTIGHT.



BIG ENOUGH TO HOLD A MEDIUM-SIZED HOUSE AND SUPPORTED ENTIRELY BY AIR: THE INFLATED RADOME, OR "RADAR IGLOO," BEING PAINTED WITH SPECIAL PAINT. IT HAS A DIAMETER OF 53 FT., IS 35 FT. HIGH AND HAS NO INTERNAL SUPPORTS.

THE huge rubber "igloos" which we show on this page are called radomes and are being made for the U.S. Air Force by the Firestone Tire and Rubber Co. They are balloon-like structures made of sections of rubber-coated glass-fabric, rayon or nylon, and are anchored to an aluminium ring base in the manner of a pneumatic tyre. They are then inflated with air by means of an ordinary air compressor—even, if need be, by means of an ordinary household vacuum cleaner—and rise into the form of five-eighths of a sphere. This bubble, which is 53 ft. in diameter and 35 ft. high, and has no internal supports, is now ideal for housing and sheltering, without any interference, radar antennæ. It is approached by means of an underground passage-way with special air-lock compartments and doors. The whole structure weighs only 1600 lb. and can be packed into a canvas bag and loaded on to a truck. Yet it makes a shelter against snow, rain and sleet—it can support a 3-ton load of snow or ice—can withstand winds of up to 100 miles an hour, and can be warmed or cooled for use in any climate.

THE INFLATED RADOME, WITH, RIGHT FOREGROUND, THE TRUCK WHICH IS CARRYING A SECOND RADOME DEFLATED AND PACKED INTO A CANVAS BAG FOR TRANSPORT. THE PORTHOLE IN THE DOME SERVES FOR LIGHT AND VENTILATION.



HOW THE DOME IS LOCKED TO ITS ALUMINIUM BASE. A HOLD-DOWN RING IS CLAMPED OVER THE FABRIC AND THE BEAD OF THE FABRIC LOCKS, LIKE A MOTOR-CAR TYRE, OVER THE BASE.

RUBBER BUBBLES WHICH WITHSTAND A 100-M.P.H. GALE: GIANT "IGLOOS" OF AIR PRESSURE TO HOUSE RADAR ANTENNÆ.

NATURE SOLVES THE HOT-WATER PROBLEM IN ICELAND: REYKJAVIK'S CONSTANT SUPPLY.



THE SOURCE OF REYKJAVIK'S SUPPLY OF HOT WATER: A BUILT-IN HOT-WATER SPRING AT REYKIR FROM WHICH SUPPLIES ARE PIPED TO A PUMPING-STATION.



THE SHED IN THIS PHOTOGRAPH HOUSES A NEWLY-BORED WELL FROM WHICH THE HOT WATER IS PIPED TO THE MAIN LINE.



WHERE BRANCH LINES FROM NEW BORES JOIN THE MAIN PIPE-LINE: HOT WATER GUSHING FROM AN OVERFLOW PIPE AND RUNNING TO WASTE.



A VIEW OF A SECTION OF THE 10-MILES-LONG CONCRETE PIPE-LINE THROUGH WHICH HOT WATER FLOWS TO REYKJAVIK AT A RATE OF SIXTY-FIVE GALLONS A SECOND.



THE INTERIOR OF THE MAIN PUMPING-STATION AT REYKIR, WHICH SUPPLIES THE SPRING WATER TO REYKJAVIK AND DISTRICT FOR CENTRAL HEATING AND OTHER USES.



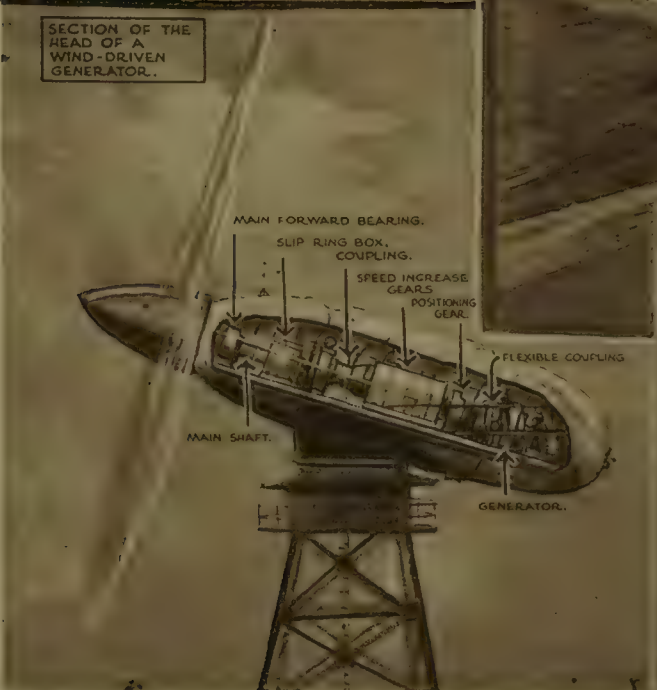
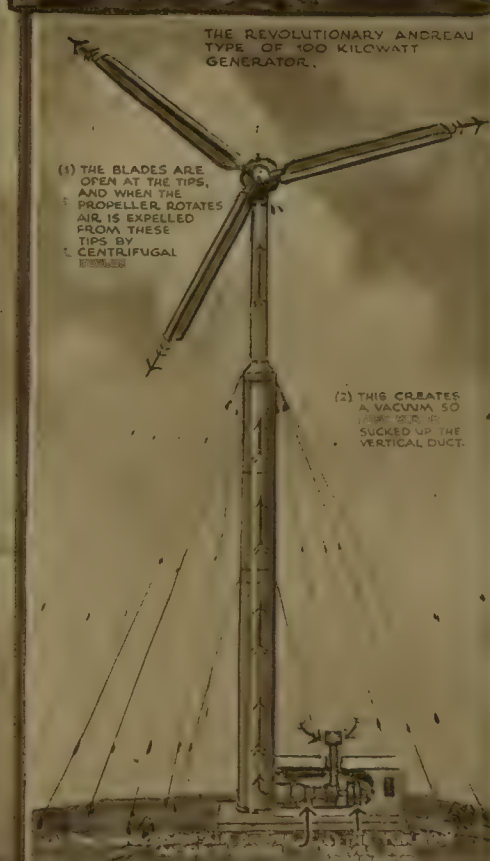
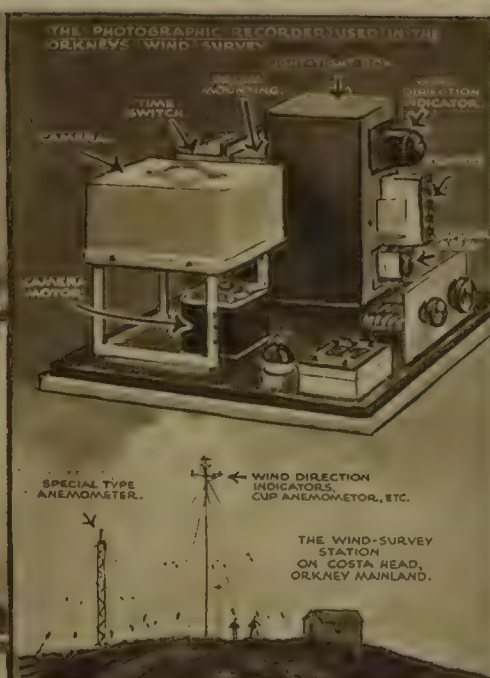
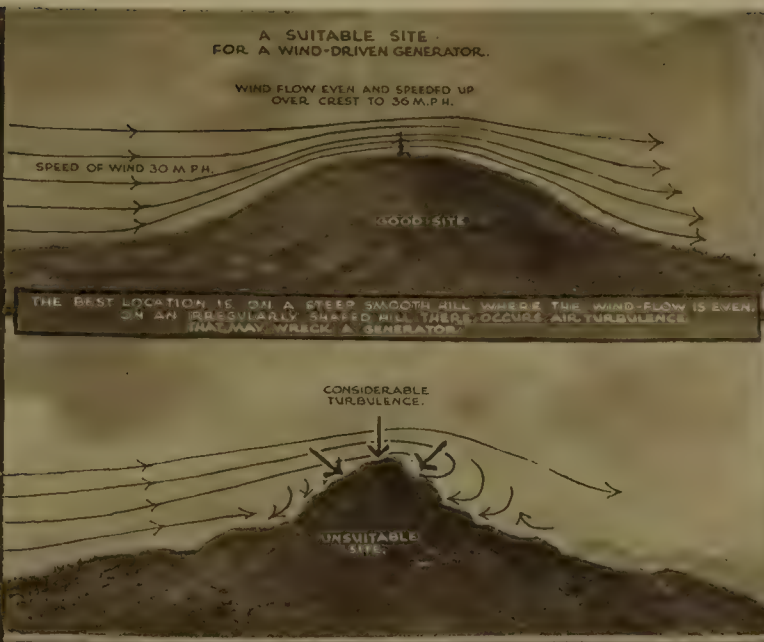
TO ENSURE A REGULAR AND SUFFICIENT SUPPLY OF HOT WATER FOR REYKJAVIK: STORAGE TANKS ON A HILL OVERLOOKING THE TOWN.



SHOWING THE VALVES WHICH CONTROL THE FLOW OF HOT WATER ALONG THE MAIN PIPE-LINE: A VIEW OF THE CONTROL-ROOM IN THE PUMPING-STATION AT REYKIR.

Some time ago it was stated that the experiment of growing bananas in greenhouses heated by water from hot springs was being carried out in Iceland, and since then they have been grown there on a small scale under those conditions. But other uses have been found for Iceland's natural supply of hot water and a scheme to provide hot water for central heating and domestic purposes in Reykjavik, the capital,

initiated in 1938 and held up during the war, has since been completed. All that was necessary was to harness the hot springs at Reykir, filter the almost-boiling water, and carry it along a 10-mile pipe-line to the capital. The water is delivered at a rate of 65 gallons a second, the temperature being between 90 and 100 degrees C. at source, with a loss of only 5 degrees on its 10-mile journey.

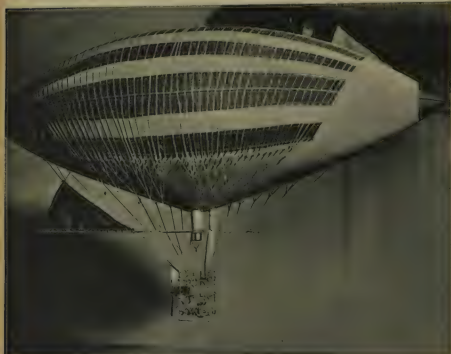


A NEW SOURCE OF POWER FOR THE LARGE-SCALE GENERATION OF ELECTRICITY: WIND-DRIVEN GENERATORS.

Before the war abundant supplies of cheap coal and oil gave little incentive for the serious consideration of wind-power as a means of producing electric power, although a few small wind-driven generators were in use to provide electric light for isolated premises. To-day, the case is altered, and the considerable increase in the cost of generating electricity, coupled with an ever-increasing demand, has caused the problem of harnessing the enormous and wasted power of the wind to be closely examined by experts of the British Electrical and Allied Industries Research Association. In 1948, a committee responsible for research on wind-power generation was formed and a survey was made to find suitable sites in Britain where there is an annual average wind speed of about 20 m.p.h. As a result, it was decided that the most suitable

site for the erection of the first wind-power generating station was on Costa Head on the Orkney mainland. The Scotland Hydro-Electrical Board has placed an order with John Brown and Co., Ltd., for a wind-power generator which is now in course of construction and is calculated to be able to produce 400,000 units per annum. A number of these generators are working successfully on the Continent, and sites are being surveyed in Denmark, Sweden, France, Norway, Portugal, Spain and other countries. In Britain there are several hundred sites where it would be possible to instal aero-generators with a total capacity of between 1,000,000 and 2,000,000 kilowatts, producing from 3,750,000,000 to 7,500,000,000 kilowatt-hours per annum, with a corresponding annual saving of coal of about 2,000,000 to 4,000,000 tons.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, WITH THE ASSISTANCE OF E. W. GOLDING, M.Sc.TECH., M.I.E.E., OF THE BRITISH ELECTRICAL AND ALLIED INDUSTRIES RESEARCH ASSOCIATION.



1882. ONE OF THE EARLIEST DIRIGIBLES, INVENTED BY GASTON AND ALBERT TISSANDIER AND POWERED WITH A 7.5 H.P. ELECTRIC MOTOR. A MODEL OF THE 92 FT. LONG ORIGINAL IT MADE TWO FLIGHTS.



1908. THE LIGHTEST PRACTICAL FLYING-MACHINE OF ITS TIME: SARTON-DUMONT'S "LA DEMOISELLE," WHICH ATTAINED 56 M.P.H. POWERED WITH A WATER-COOLED 15-10 H.P. PETROL ENGINE. A WIFE.



1935. A WORLD-RECORD HOLDER OF ITS TIME: THE U.S. GRANVILLE "GEE BEE," BUILT FOR THE SOLE PURPOSE OF HIGH SPEED—IT REACHED 296.18 M.P.H. POWERED WITH RADIAL ENGINE OF 800 H.P.

FROM THE "ORNITHOPTER" TO THE "METEOR," AND FROM HISTORICAL LANDMARKS IN THE HISTORY OF AVIATION



1902. FROST'S SECOND EXPERIMENTAL ORNITHOPTER (L.F. BIRD-WING). THE WINGS WERE TO BE FLAPPED 100 TIMES A MINUTE BY A 3-H.P. PETROL MOTOR. THERE IS NO RECORD OF ITS EVER FLYING.



1909. A TRACTOR TRIPLANE OF VERY LIGHT CONSTRUCTION BUILT BY SIR ALLIOTT VERDON-ROE AND FLOWN BY HIM AT LEA MARSHES. IT HAD A 9-H.P. TWIN-CYLINDER ENGINE DRIVING A FOUR-BLADED AIRSCREW.



1910. THE LAST OF THE ANTOINETTE MONOPLANES AND THE ONLY COMPLETE ONE IN EXISTENCE. THE WINGS ARE ON THE WALL. FLOWN BY THE LATE HUBERT LATHAM. POWERED WITH A 50-H.P. AERO ENGINE.

ON June 24 the National Aeronautical Collection at the Science Museum, South Kensington, was reopened in its new quarters. The exhibition was closed last year owing to the rebuilding of the central block of the Museum; but it has now been rehoused in the Western Galleries (which were used for temporary storage of Science Museum objects during the war). In addition, two hangars have been acquired at West Byfleet, Surrey, for the housing and safe preservation of historical aircraft which, for reasons of space, cannot be accommodated in the Western Galleries. The exhibition—from which the interesting examples which we show on these pages were taken—is remarkably comprehensive. It comprises, as regards its major exhibits, original aircraft, aircraft engines, and models of aeroplanes and airships. It ranges in time from the original Lillienthal glider of 1895 to the first successful

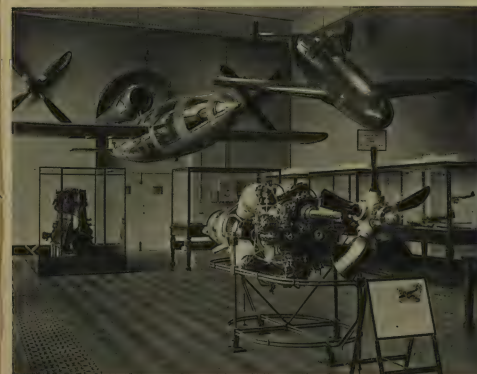
CAYLEY TO WHITTLE: A CAVALCADE OF AERONAUTICS. IN THE REOPENED NATIONAL AERONAUTICAL COLLECTION.



1896. A REPLICA OF PERCY PILCHER'S GLIDER, THE "HAWK." IT HAS A SPAN OF 23 FT. 4 INS. AND MADE TWO SHORT FLIGHTS, THE SECOND UNDER TOW. THE ORIGINAL IS IN THE ROYAL SCOTTISH MUSEUM.

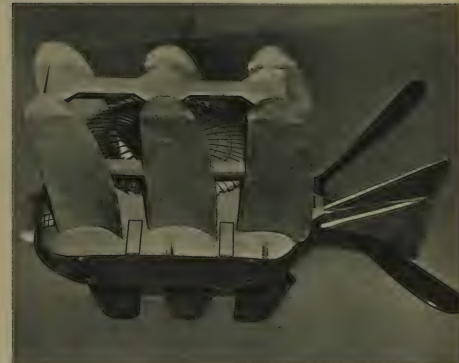


1910-11. KNOWN AS THE "CATHEDRAL," THE ONLY STILL SURVIVING CODY BIPLANE. POWERED WITH A 120-H.P. SIX-CYLINDER ENGINE, IT TOOK PART IN THE MILITARY MANOEUVRES OF 1912.

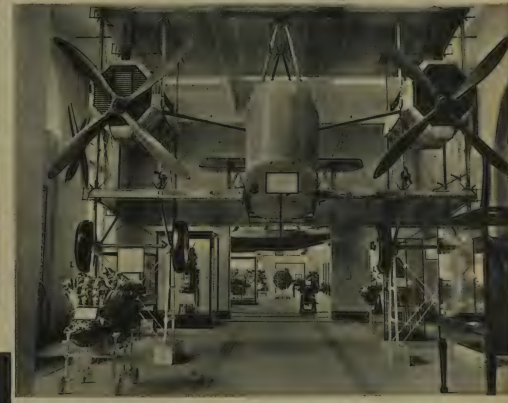


WORLD WAR II. (FOREGROUND) THE ROLLS-ROYCE FREST, THE FIRST TURBOPROP ENGINE TO FLY; (ABOVE, LEFT) A GERMAN FLYING-BOMB, AND (RIGHT) A JAPANESE "SUICIDE" AIRCRAFT.

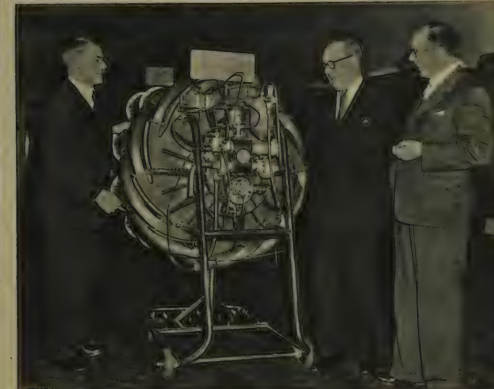
jet aircraft, the Gloster Whittle E-28/39, the forerunner of the Meteor; and as regards aircraft engines, from Sir Hiram Maxim's compound steam engine of 1894 to the Rolls-Royce Domett V, turbo-jet and Trent aircraft-turbine engines. Of special interest to British visitors are the relics of those pioneers, W. S. Henson (1805-1880) and J. Stringfellow (1799-1883), (who produced in 1848 the first power-driven aircraft model to achieve free flight); and the examples of the work of Sir George Cayley (1774-1857), who is generally known as the "Father of British Aeronautics." But although aeronautics has early origins, its immense development is the work of this century and such pioneers of the craft and mystery as Lord Brabazon, Sir A. Verdon-Roe and Group Captain Whittle, who visited the newly reopened exhibition, are still among its leaders.



1898. AN EARLY ATTEMPT TOWARDS THE HELICOPTER: G. L. O. DAVIDSON'S MODEL "GYROPTER," OR ROTARY-WING FLYING-MACHINE. A STEAM-POWERED PROTOTYPE WAS PARTIALLY CONSTRUCTED IN 1906.



1919. THE ORIGINAL VICKERS-VENTURE ROLL-ROYCE BIPLANE (LESS ITS WINGS) IN WHICH KENNEDY AND BROWN MADE THE FIRST DIRECT TRANSATLANTIC FLIGHT. POWERED BY TWO 360-H.P. ROLLS-ROYCE ENGINES.



1937. THE FIRST SUCCESSFUL JET ENGINE, WITH (LEFT) THE INVENTOR, GROUP CAPTAIN FRANK WHITTLE AND (RIGHT) AIR COMMODORE BANKS, AND MR. P. L. SUMNER, OF THE SCIENCE MUSEUM, SOUTH KENSINGTON.

NOTES FOR THE NOVEL-READER.

FICTION OF THE WEEK.

OF all the virtues, faith and hope are now the least modish; their elimination from the world-picture is in fact a short cut to reputation. And so we often hear that they are really at a low ebb. Plausible as this may be, I doubt it; I suspect the ailment is intellectual, and to a great extent factitious. On a deeper level, almost everyone has faith and hope enough to get by; and doubtless many of the *avant-garde*, when off stage, like Hume when not professionally scepticising, have as much as their neighbours. And so they never get beyond a facade of realism; on closer view their world seems curiously

"Dark Green, Bright Red," by Gore Vidal (John Lehmann; 10s. 6d.), is of the faithless school: a mockery of public action and life in general. It has a central figure who may stand, according to the jacket, "as a type of his age"—in other words, a young man permanently at a loose end. Peter Nelson has been cashiered from the American Army, we don't know why. Therefore he can't look back, or forward. He has no plan, or confidence in life. He takes a pride in fitness and enjoys lovemaking; but love without faith or hope is merely diversion. However, he is not a dreary young man, still less unamiable: only directionless and void.

And now conspiracy and revolution have become his job. The father of his friend José is an ex-dictator, for nearly twenty years the "strong man" of a Central American Republic. He was turned out at last; but on a pledge of good behaviour he has come home again, and instantly begun conspiring. Troops are to be raised up north and fight their way down to the capital, which the commanding officer will hand over. Peter has accepted a commission in the rebel army, and will train the men. Speeches are made and principles invoked—but they are all nonsense. The General simply wants to be in power, he can't think why. De Cluny, who prepares his speeches, is a Flaubert *manque* and a wistful but phoney Tallyrand. Father Miguel's war aim is apparently to vex the Archbishop. Peter confines himself to doing his job and speculating on the General's daughter. The troops, although "indoctrinated," are completely uninterested; in fact, they haven't understood a word.

And yet there is a real campaign, and men fight and die. Then on the crest of victory, the feeling changes. Something is wrong; something intangible yet grave. Its very presence in the air destroys José, who had the most conviction, and after that the General is clearly doomed. But still he marches head-on to the final irony, the moment of truth—the consummation of futility.

The background is extremely good; the story is light-handed, clever and distinctly warm-hearted. And therefore it is likeable, which stories of the kind seldom are. Towards the end it verges on the thrilling; we become partisans.

"Hope of Earth," by Margaret Lee Runbeck (Peter Davies; 12s. 6d.), is at the opposite extreme. The "hope of earth" is America, the tale a sermon on its pioneers—of course in dramatic form. As I need hardly add, it is a long book. And certainly it proves that faith and hope can be overdone.

Good old Tobias started as a pioneer, but rose to urban luxury, and reared his son as a "gentleman," a thing of airs and graces. But he chose the wrong time to die. It is a moment of financial crash, and he has left nothing—except America, a Bible, and an exhortation to go and do likewise.

Stephen is filled with horror and despair, and the "bequest" enrages him, although it fascinates his little wife. Still he has one resource, a lucky purchase in the new land of Illinois. He will transfer himself to Mount Olympus—rightly so called, as one can see from the delightful plan—and be a lord once more. So he and Amoret go West. Amoret enjoys the journey and adores the *canaille*; which would revolt her husband if he thought it possible, but he assumes that she is being brave. His own disgust is vehement, and he can hardly wait to reach journey's end. And when they do... take "Martin Chuzzlewit," and read all about it. This is the same experience without the genius.

But of course it turns out quite differently. Amoret, the sweet, dependent little wife, becomes a valiant pioneer woman. And Stephen actually becomes a pioneer. But though he makes good, his ideology is still perverse; he still rejects the Bible and the common man. And so his life with Amoret declines into a long war, her claim being unconditional surrender, or she won't love him.

As I may have said in the past, I am allergic to the perfect woman nobly planned: and most of all when she affects the school-marm. Therefore I was on his side, which spoilt the book. In any case, it has more uplift than reality; but the sermonising is energetic, with a good deal of incident.

The English recipe for hope and faith is to be simple-minded. At least, if D. M. Dowley's "Charley" (Peter Davies; 9s. 6d.) can rank as orthodox. Charley is simplicity itself; he knows his name, and that's all. He roams impulsively about the world, from job to job, and keeps moving on. His mind is not particularly feeble, it is only vacant; for experiences flow out of it, and everything is always new. In course of time he drifts to North London, and to Dekker's Waste—where Joe, the squalid, bullying mulatto, sells coloured water. Only he calls it Wa-pa-Kee, and to the innocent imagination he is Black Eagle, last survivor of an Indian tribe. Charley entreats the honour and delight of serving this unique medicine-man, and his request is granted. Thus he becomes an inmate of Corelli's eating-house, and once again has a new life. And for a time, as always, it is all wonderful. But then the visionary gleam departs; there are dramatic changes—and perhaps he grows up. And that, I feel, was a mistake. The theme is ticklish, and, one must add, the story is sentimental. But besides the charm, it has a fund of humour and of shrewd comedy.

"Milk of Human Kindness," by Elizabeth Ferrars (Collins; 8s. 6d.), is lively, admirable entertainment from the word "go."

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

AS I write, thirty-six of us are engaged at Buxton in the struggle for the British Championship, which has this time probably the strongest entry ever.

Though he lost in the third round, Jonathan Penrose again "hit the headlines" in the first, beating the ex-British Champion, R. J. Broadbent, in extraordinary fashion.

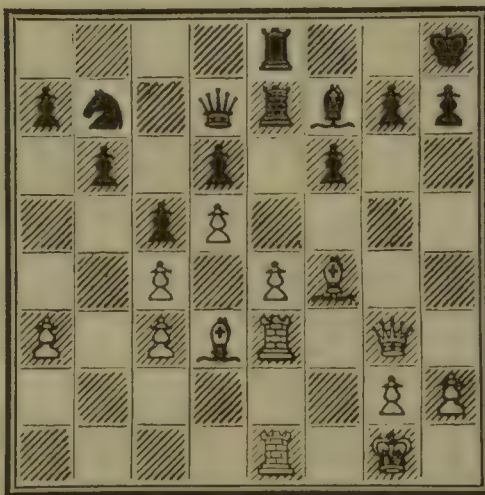
The game illustrates vividly both the outstanding qualities and the youthful imperfections of his style. His handling of the opening is a little inaccurate—on move 10, he should have played P-K4, keeping the centre fluid, withholding P-Q5 and avoiding the hopelessly blocked central pawn-formation which arises in the game.

He was not at home in the rather uninteresting situations which ensue, and proposed a draw shortly afterwards, which his opponent declined. Suddenly comes a completely unexpected pawn sacrifice which wrenches the game back on to the wildly combinatorial trails he loves to follow. It is almost impossible to calculate out every possibility at this stage. I do not believe young Jonathan did calculate them out—I believe intuition played a big part.

NIEMTSOVITCH'S INDIAN DEFENCE.

Penrose.	Broadbent.	Penrose.	Broadbent.
1. P-Q4	Kt-KB3	17. Q-B2	P-B3
2. P-QB4	P-K3	18. Q-R4	B-K1
3. Kt-QB3	B-Kt5	19. R-B3	P×P
4. P-K3	P-B4	20. B×KBP	B-Kt3
5. P-QR3	B×Ktch	21. Q-K1	Q-Q2
6. P×B	Kt-B3	22. Q-Kt3	Kt-Kt2
7. B-Q3	P-K4	23. B-B2	QR-K1
8. Kt-K2	P-Q3	24. R(B3)-K3	B-R4
9. Castles	Castles	25. Q-R4	Q-Kt5
10. Kt-Kt3	R-K1	26. Q-B2	Q-Q2
11. P-Q5	Kt-QR4	27. Q-R4	B-Kt3
12. P-K4	P-QKt3	28. Q-Kt3	R-Q1
13. P-B4	B-Kt5	29. B-Q3	QR-K1
14. Q-B2	Kt-R4	30. B-B2	K-R1
15. Kt×Kt	B×Kt	31. B-Q3	B-B2?
16. B-K3	R-K2		

BLACK.



WHITE.

It is astonishing that this harmless-looking move should lose the game.

32. P-K5!! QP×P

If 32...BP×P; 33. B-Kt5, thanks to Black's 31...B-B2, would win rook for bishop.

33. Q-R4 P-KR4

The alternative ways of guarding against the threatened mate were: 33...P-Kt3 (answered by 34. Q×BPch, etc.) and 33...B-Ktr, answered by 34. B-Kt6!; and if 34...P×B; 35. B×R!; or against 34...R-KB3; 35. R-R3.

34. B-R6! Q-Kt5

35. B×KtPch Q×B

Or, 35...K×B?; 36. R-Kt3.

36. R-Kt3 Q-R3

37. R-KB1 R-KKt1

38. R×P Q-B1

39. Q-K4 R-Kt2

40. R-R6ch Resigns.

line of descent of pub architecture. But it is not a book that the ordinary reader will approach in a serious mood. It is delightfully illustrated with drawings from Rowlandson to Ardizzone, and with photographs worthy of the *Architectural Review* in which much of the material first saw the light of day.

During the war there was an enormous boom in Jane Austen and Anthony Trollope. At a time when all things solid, established, customed in Britain were being destroyed, it was natural escapism to turn to the two writers who portrayed a world—in change it is true—but which seemed fundamentally unshakable. "Anthony Trollope," by Beatrice Curtis Brown (Home and Van Thal; 6s.), is a modest little book, but its size and price belie its excellence, not only as a critical study of Trollope as a novelist, but as a picture of the England which formed the background to his life and writing.

E. D. O'BRIEN.

BOOKS OF THE DAY.

ENGLISHRY.

I AM much indebted to Sir Laurence Olivier. It happened like this. The *Daily Express* ran a Whitsun or August Bank Holiday feature on "What single book would you take away for the holidays?" They invited various famous people to contribute. Sir Laurence chose Mr. T. H. White's "The Sword in the Stone," and the newspaper printed the glorious description of the joust between King Pellinore and Sir Grummore Grummursum. A new planet had swum into my ken. I found the book was virtually unobtainable. The

Features Editor of the *Express*, however, let me have their copy—minus the jousting chapter which had passed irretrievably into the hands of their printers. I have it still. I know bits of it almost by heart. It has been much read aloud. If ever I fall on evil days or am not allowed a ration-card by some commissar and have to sell my books to live, a small nucleus will be the last to go—Mr. Harold Nicolson's "Some People," Mr. Douglas Jerrold's "Storm Over Europe," "The Tailor of Gloucester," Lord Dunsany's "My Talks with Dean Spanley," Dr. Arthur Bryant's "Pepys," the Odes of Horace (with Dr. Cyril Alington's verse translations), my edition of "Candide" and of Gilbert White's "Natural History of Selborne," Mr. John Collier's twenty-year-old version of John Aubrey, "Pride and Prejudice," of course—and equally certainly "The Creevy Papers." A random collection of favourites which can be re-read or dipped into (by me at any rate) any number of times. So I was grateful when Sir Laurence introduced me to "The Sword in the Stone" and added it to the collection; and I am now again grateful to Mr. T. H. White for contributing another. This is "The Age of Scandal" (Cape; 15s.). It is in quite a different genre from Mr. White's earlier brilliant evocation of the mediaeval English scene, an evocation into which so much patient scholarship must have gone to be so lightly and gracefully worn. This, the first of two volumes, begins with the statement: "Well, we have lived to see the end of civilisation in England. I was once a gentleman myself," and then goes on to give Mr. White's reason for writing this book, "this little scrap-book of a nostalgic Tory." It is, he alleges, a pure piece of escapism—an evasion of the unpleasant barbarisms of the present, whether murderous or chromium-plated. He believes (and I with him) that "the peak of British culture was reached in the latter days of George III." He draws a picture of that civilisation through the pens of its contemporaries—of that short, brilliant *Blüteperiode* which succeeded the Age of Reason and preceded the Romantics: a period, that is to say, from the death of Pope in an England which had not moved in essentials since the Reformation to the period of Croker and Creevy, when the latter could indulge in "a lark of a very high order" in travelling a full twenty-three miles an hour behind a "Loco Motive Machine," and record that "Sefton is convinced that some damnable thing must come of it." In his rôle of a Creevy to the Creevys, Mr. White, the stylist, is the worst enemy of Mr. White, the historian. That is to say, his quotations are so cunningly chosen, his style so lightly urbane, that it is only at the book's reluctant setting-down that one realises that one has been absorbing one of the best historical pictures of the late eighteenth and early nineteenth centuries which have emerged from the press. And of course, from his frequent quotations from Dr. Johnson, Mr. White has reminded me that there is another "must" for that "last stand" collection of books of mine. Boswell, obviously, can't be left out.

During the period of which Mr. White on this occasion is writing, there was taking place a revolution—albeit short-lived—in methods of transport in these islands. Few can imagine the appalling state of the roads in this country before Macadam. They had not advanced since the Middle Ages, were deep in dust in summer and axle-deep in mud in winter. But the industrial revolution which was to destroy Mr. White's beloved Georgian civilisation was seeking new outlets for its wares. A little could be done by the coastwise traffic and "the small fire of sea-coals" so often mentioned in the diaries of the time were carried from Newcastle by colliers hugging the land and putting in at now half-forgotten ports along the south coast. Canals had existed since Roman times, and the first locks were introduced in the time of Elizabeth, but it was not till the third Duke of Bridgewater met the great James Brindley that the real development of canals in this country took place. The boom in canals, the vast impetus it gave to the industrial revolution when, as Mr. Charles Hadfield says in "British Canals" (Phoenix; 16s.), "coal and water had been brought together," are clearly, eagerly described in a book which arose out of a boyhood interest in our inland waterways. It is an excellent introduction to the subject, attracts the eye with its eighteenth- and nineteenth-century illustrations, and is based on so much knowledge and research that it can in no way upset the experts.

There is no institution—I was going to say "except cricket," but supremacy in that game appears to have passed to our cousins overseas—so utterly English as the pub. Mr. Maurice Gorham and Mr. H. McG. Dunnett, in "Inside the Pub" (Architectural Press; 18s.), have made an exhaustive study of the interior architecture of that indispensable building. They have a serious purpose—to inform and instruct brewers and architects and publicans on how to design or re-design the public houses and inns of England without breaking the apostolic

MEMBERS OF A COMPANY
BRINGING DECOR, BALLET AND
CHORUS TO LONDON.



Franco Capuana, the Musical Director
of La Scala.

STARS OF LA SCALA OPERA,
COMING TO COVENT GARDEN
FOR TWELVE PERFORMANCES.



Alda Noni (soprano), for
Verdi's "Falstaff".



Maria Caniglia, for "Falstaff"
(mezzo-soprano).



Vittore Veneziani, Chorus Master,
and Victor de Sabata, Conductor (r).



Fedora Barbieri, for "Fal-
staff" (mezzo-soprano)



Giacinto Prandelli
(tenor)



Guido Cantelli
(conductor)



Margherita Carosio, for
"Elisir d'Amore" (soprano)



Desdemona and the Moor in "Otello": Vinay (tenor) and Tebaldi (soprano).



The Moor and Iago in Verdi's "Otello": Ramon Vinay and Gino Bechi (baritone).

The visit of La Scala Opera Company from the famous Teatro Alla Scala, Milan to Covent Garden from September 12-23 is a musical event of the first order. The celebrated company are bringing their orchestra, conductors, ballet and chorus as well as their scenery which has had to be rebuilt to fit the stage of Covent Garden, which is smaller than that of La Scala.

The opening opera will be Verdi's "Otello" conducted by de Sabata. Renata Tebaldi, one of Toscanini's 'discoveries' will be heard as the Desdemona. The two other operas to be given are Donizetti's "L'Elisir d'Amore" and Verdi's "Falstaff". Performances of Verdi's Requiem, Mozart's Requiem and Monteverdi's Magnificat will also be given.

RECORDING A ROYAL EVENT ; AND NEWS MILITARY AND AERONAUTICAL.

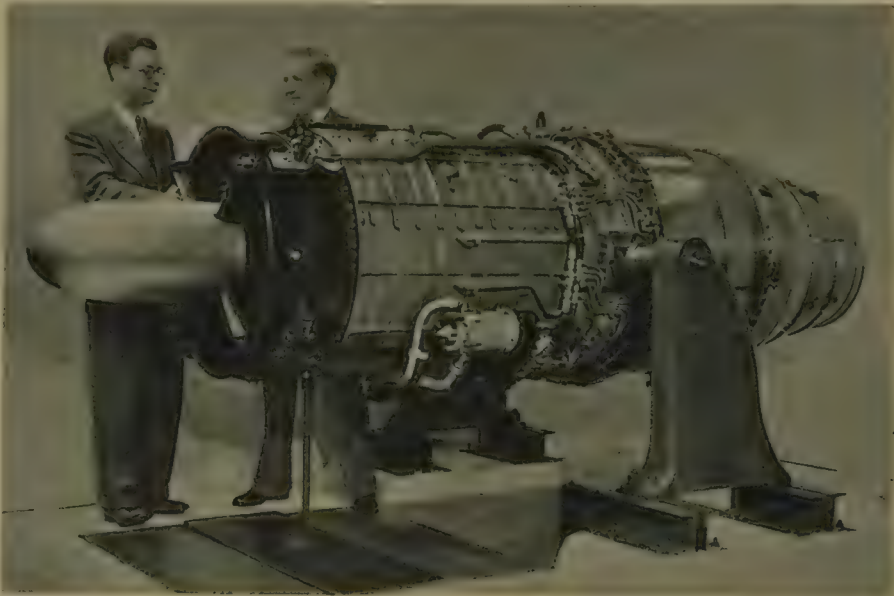
Page 80

1950 . BIRTHS in the Sub-District of									
No.	When and Where Born	Sex	Name of Father	Name of Mother	Rank or Profession	Signature of Father	When Registered	Where Registered	Signature of Registrar
396	Fifteenth August 1950 Clarence House	Girl	His Royal Highness Philip Duke of Edinburgh	Her Royal Highness The Princess Elizabeth Duchess of Edinburgh	His Royal Highness The Duke of Edinburgh (Commander RN)		Twenty-ninth August 1950	DeBorough	Registrar
397									

THE REGISTRATION OF PRINCESS ANNE'S BIRTH: THE ENTRY, DATED AUGUST 29, OF THE BIRTH OF THE BABY PRINCESS. The baby daughter of Princess Elizabeth and the Duke of Edinburgh will be christened Anne Elizabeth Alice Louise. Her proper style and title will be Her Royal Highness Princess Anne Elizabeth Alice Louise of Edinburgh. The Duke of Edinburgh's signature can be seen in the seventh column of the entry in the birth register.



THE FIRST JET-PROPELLED R.A.F. NIGHT FIGHTER: THE NEW METEOR N.F. 11 WHICH WILL PLAY AN IMPORTANT PART IN DEFENCE. Further details were announced recently of the first jet-propelled R.A.F. night fighter aircraft. The Meteor N.F. 11 is a low-wing monoplane. While basically a *Gloster Meteor* the aircraft is being designed and produced by Armstrong-Whitworth.



BRITAIN'S MOST POWERFUL JET ENGINE: THE ARMSTRONG SIDDELEY SAPPHIRE WHICH IS SAID TO BE AT LEAST THREE YEARS AHEAD OF WORLD COMPETITION. Britain's newest and most powerful jet engine, the Armstrong Siddeley *Sapphire*, was released from the secret list recently. It's thrust is 1,000 lb. greater than any other type of tested engine. Two of the engines have been installed experimentally in a *Gloster Meteor* 8.



THE OLD COLOURS OF THE 3RD. BN. THE COLDSTREAM GUARDS LAID UP IN EXETER CATHEDRAL; THE COLOUR PARTY ENTERING THE WEST DOOR. The Old Colours of the 3rd. Bn. The Coldstream Guards were on September 2 handed over by the Colonel of the Regiment, General Sir Charles Loyd, to the Chancellor of Exeter Cathedral. The Regiment has a connection with Devon through its founder, General Monk.



A DISASTER IN WHICH 55 DIED; WRECKAGE OF THE AIR-LINER "STAR OF MARYLAND" AFTER IT HAD CRASHED NEAR WADI NATRUN, EGYPT. All 48 passengers and the crew of seven were killed when the Rome-bound American Trans-World Airlines *Constellation* "Star of Maryland" crashed on August 31 between Cairo and Alexandria. The dead include the Egyptian film actress Camelia (Miss Lillian Cohen.)

THE NATURAL HISTORY MUSEUM'S ACQUISITION: EDMONTOSAURUS IN LIFE.

Reconstructions Specially Drawn for the 'Illustrated London News' by Neave Parker, with expert advice.



AMONG THE LAST OF THEIR KIND: DUCK-BILLED DINOSAURS (EDMONTOSAURUS) FEEDING AMONG THE COARSE AND SANDY RUSHES OF THE LATE CRETACEOUS AGE WHERE THE RED DEER RIVER NOW FLOWS THROUGH ALBERTA. A RECONSTRUCTION OF A SCENE OF OVER SEVENTY MILLION YEARS AGO.



HOW THE NATURAL HISTORY MUSEUM'S SPECIMEN OF EDMONTOSAURUS WOULD HAVE APPEARED IN LIFE: A RECONSTRUCTION OF A DUCK-BILLED DINOSAUR SHOWING THE HEAD IN DETAIL AND THE MASSIVE BULK OF THE ANIMAL WHICH WAS SOME THIRTY FEET IN LENGTH.

We show here the Duck-billed dinosaur, Edmontosaurus, a specimen of which has been acquired recently by the British Museum (Natural History) from Canada. It is the first complete specimen to reach this country and arrived in twelve sections which will probably take two years to assemble and prepare for exhibition. Work has already begun on the tail

section, disclosing that the matrix has retained an impression of the pattern of the scaly skin (illustrated in our issue of August 26). Edmontosaurus was an amphibious bipedal herbivore some thirty feet in length with webbed fingers and toes and a broad duck-like bill eminently suited to its feeding habits.

THE FIRST SUBMARINE TELEGRAPH CABLE: CONTEMPORARY DRAWINGS.



"TEMPORARY STATION AT DOVER — STEAMERS PREPARING TO START". AN ILLUSTRATION OF THE LAYING OF THE FIRST SUBMARINE TELEGRAPH CABLE.



"THE GOLIAH STEAMER 'PAYING OUT' THE ELECTRIC WIRE": A MID-CHANNEL SKETCH SHOWING H.M. PACKET WIDGEON IN ATTENDANCE.



"THE ELECTRIC WIRE AT CAPE GRINEZ (SIC)": A VIEW SHOWING THE COMPLETION OF THE WORK OF LAYING THE FIRST SUBMARINE TELEGRAPH CABLE.

On August 28, 1850, the first submarine telegraph cable was laid across the Channel from Dover to Cap Gris-Nez (an event fully described in our issue of August 31, 1850). The centenary is being celebrated by an exhibition "A Hundred Years of Submarine Telegraph Cables", at the Science Museum, South Kensington. The cable was laid from the paddle steamer *Goliath* which was accompanied by H.M. steamship *Widgeon*, acting as pilot along the lane marked out by a succession of buoys between the English and French coasts. The first message sent along the cable

read: "The *Goliath* has just arrived in safety; and the complete connexion of the under-water wire with that left at Dover this morning is being run up the face of the cliff. Complimentary interchanges are passing between France and England under the Straits, and through it for the first time. The French mail may not arrive at Dover at the time of going to press, but in a short time, on arrangements being complete, Paris news and closing prices at the Bourse will be communicated by a mail that sets time and detention at defiance". (Drawings, I.L.N. Sept. 7, 1850).

"A GIRDLE ROUND ABOUT THE EARTH": 100 YEARS OF SUBMARINE CABLES



1. W.F. COOKE AND PROFESSOR CHARLES WHEATSTONE'S FIVE-NEEDLE TELEGRAPH OF 1837 IN WHICH THE LETTERS WERE INDICATED BY TWO NEEDLES AT A TIME. 2. A SINGLE-NEEDLE TELEGRAPH USED BY THE ELECTRIC TELEGRAPH COMPANY IN 1846, THE YEAR IN WHICH IT WAS FOUNDED BY W.F. COOKE. 3. IN A CASE DESIGNED TO HARMONISE WITH THE ARCHITECTURE OF THE HOUSES OF PARLIAMENT WHERE THE INSTRUMENT WAS USED: A DOUBLE-NEEDLE TELEGRAPH OF 1851. 4. THE FIRST EFFICIENT SUBMARINE CABLE: A SPECIMEN OF THE CABLE LAID BETWEEN ENGLAND AND FRANCE IN 1851 WHICH REMAINED IN USE UNTIL 1875. 5. A CENTURY OF PROGRESS; A SECTION OF THE 1950 DUTCH-DANISH CO-AXIAL CABLE, AND (RIGHT) A SECTION OF THE 1850 CROSS-CHANNEL CABLE. 6. A TAPE PERFORATOR DESIGNED BY PROFESSOR C. WHEATSTONE IN 1858. 7. THE LATEST TYPE OF OCEAN CABLE TRANSMITTING EQUIPMENT.

On August 28, 1850, as recorded on our facing page, John and Jacob Brett were successful in laying the first submarine cable of practical significance across the English Channel from Dover to Gris Nez. Unfortunately, although messages were transmitted as soon as the shore to shore line was complete, on the following day no signals could be received and the failure was reported to be due to a French fisherman whose anchor

fouled the cable and, who had freed it by chopping the cable asunder. To celebrate the centenary an exhibition is being held at the Science Museum, South Kensington, which includes the apparatus illustrated on this page. At the opening ceremony on August 28 a message was sent, passed round the world and received back in 53.6 seconds, a feat which surpasses Puck's boast: "I'll put a girdle round about the earth in forty minutes"

THE PAST AND PRESENT : OLD BATTLESHIPS AND A NEW FIGHTER.



WARRIORS OF THE PAST : THE SCRAPYARD AT INVERKEITHING, WHERE THE HULKS OF THE GREAT BATTLESHIPS *Revenge* and *Royal Sovereign* (SIDE BY SIDE IN THE FOREGROUND) AND *Nelson* ARE BEING BROKEN UP INTO STEEL SCRAP.



Britain's newest fighter aircraft : the Vickers-Supermarine 535, which has been recently taken off the secret list. It has a wing span of 31 feet 8 1/2 inches and has sharply swept-back wings and tail surfaces. The engine is a Rolls-Royce *Nene* turbojet with a reheat installation which increases engine power and so speed and rate of climb.

Wedding Gifts

A HAPPY CHOICE IN MAPPIN PLATE

For a "thank you" that will come from the heart, and be re-echoed with each succeeding year, choose a gift of Mappin quality. Many happy and practical ideas in Mappin Plate, such as this Tea and Coffee Service, will be suggested by a visit to our Showrooms where an increasingly varied selection, and a friendly welcome, awaits you. The Service illustrated is also available in Sterling Silver.



MAPPIN AND WEBB LIMITED

LONDON SHOWROOMS: 156-162 OXFORD STREET, W.1. 2 QUEEN VICTORIA STREET, E.C.4. 172 REGENT STREET, W.1.
SHEFFIELD: SHOWROOMS, NORFOLK STREET: MANUFACTORY, QUEENS ROAD.
OVERSEAS BRANCHES: PARIS BIARRITZ BUENOS AIRES RIO DE JANEIRO JOHANNESBURG BOMBAY



THE CONTINENT COMES HOME

Laze at one of the finest Hotels in Europe, in a semi-tropical situation a few hours from your door. 150 superb bedrooms . . . 5 acres of grounds fronting the sea . . . own tennis and squash, golf nearby . . . all the comforts and smiling service of a famous Hotel. Write for brochure A.

The *Imperial*
TORQUAY

The ENGLISH HOTEL in the MEDITERRANEAN MANNER

H.M.V.

H.M.V.

THE GRAMOPHONE COMPANY LIMITED
SUPPLIERS OF GRAMOPHONES, RECORDS



RADIO AND TELEVISION APPARATUS
TO HIS MAJESTY THE KING

BY APPOINTMENT



"HIS MASTER'S VOICE"

The Hallmark of Quality

H.M.V.

THE GRAMOPHONE COMPANY LIMITED, HAYES, MIDDLESEX

H.M.V.

The gift to give pleasure all the year round

For food perfectly served. For hot meals for late-comers. For piping hot second helpings. For hot coffee after dinner. For hot buffets.

For your greater pleasure and convenience. Gentle heat keeps the whole meal hot, but it will not damage the surface of your sideboard.



THE ENGLISH ELECTRIC COMPANY LIMITED • QUEENS HOUSE • KINGSWAY • LONDON • W.C.2

The table below shows some of the goods that British West Africa bought from Britain in 1948. There is a market, too, for many other British products. Write for our new booklet 'Overseas Markets'. It contains detailed trade tables for British West Africa and other territories where the Bank has branches.

Total 1948 U.K. exports to British West Africa were £45,978,000. These included:

	BISCUITS	....	....	....	....	£381,000
	CYCLES	....	....	....	....	£987,000
	ELECTRIC BULBS & DISCHARGE LAMPS	....	....	....	....	£110,000
	MINING MACHINERY	....	....	....	....	£310,000
	SPIRITS	....	....	....	....	£174,000
	CHEMICALS, DRUGS, DYES, COLOURS	....	....	....	....	£2,407,000

BARCLAYS BANK
(DOMINION, COLONIAL AND OVERSEAS)
HEAD OFFICE: 54 LOMBARD STREET, LONDON, E.C.3

B.O.A.C.

takes
good
care
of
you

- GREAT BRITAIN
- USA
- BERMUDA
- CANADA
- WEST INDIES
- CENTRAL AMERICA
- SOUTH AMERICA
- MIDDLE EAST
- WEST AFRICA
- SOUTH AFRICA
- EAST AFRICA
- PAKISTAN
- INDIA
- CEYLON
- AUSTRALIA
- NEW ZEALAND
- FAR EAST
- JAPAN

Free advice and information available on request from your local B.O.A.C. Appointed Agent or B.O.A.C., Airways Terminal, Buckingham Palace Road, London, S.W.1. Telephone: VICTORIA 2323. Early reservation advisable.

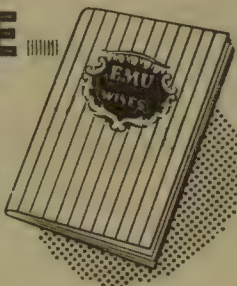
FLY BRITISH BY **B.O.A.C.**

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH QANTAS EMPIRE AIRWAYS LIMITED, SOUTH AFRICAN AIRWAYS AND TASMAN EMPIRE AIRWAYS LIMITED

"THE NEW EMU BOOKLET HAS OPENED OUR EYES ABOUT WINE..."

A typical comment by one of the many enthusiastic readers of this year's Emu Booklet. "I hadn't realised that Australia sent us so many different, really excellent wines—and all so inexpensive! This booklet has made hospitality easy again."

FREE



By Appointment
Australian Wine
Merchants to His
Majesty The King

The new Emu Booklet is entirely different from earlier editions—an even more helpful and beautifully illustrated guide to choosing and serving wine. A copy awaits you—send a postcard today to: The Emu Wine Company Limited, Dept. U1, London, E.3

EMU AUSTRALIAN WINES

333 RICH RUBY	444 RICH WHITE	999 RICH TAWNY	EMU VINTAGE TAWNY
EMU BURGUNDY	SIR JOHN'S SHERRY SACK	CELLARER'S SPECIAL BROWN SHERRY	
DRYAD SHERRY (VERY DRY)	ST. GEORGE VERMOUTH (SWEET OR DRY)	EMU SAUTERNES	
EMU *** BRANDY	WINSLOE LIQUEUR WINE		

IF you have weekly laundry bills . . .
IF you are feeling the drag of washdays . . .
IF you have a growing family . . .
IF you value your looks and leisure . . .

It's time you had a

Thor

AUTOMAGIC WASHING MACHINE

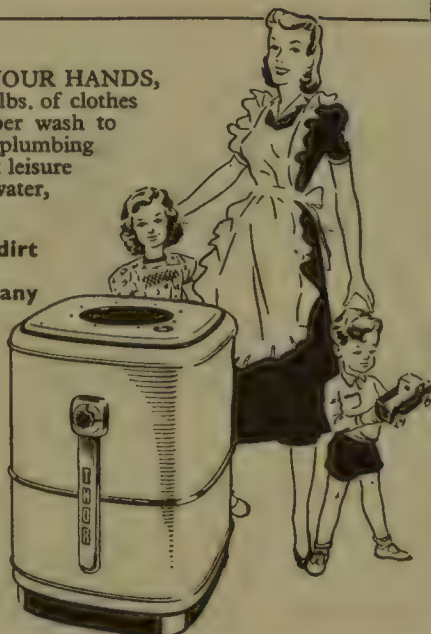
Thor takes the work literally OFF YOUR HANDS, and washes, rinses and damp dries 8 lbs. of clothes in 30 minutes, costing only 1d. per wash to operate. THOR requires no special plumbing to install—from the day you have it leisure is yours, smooth hands never in water, and a carefree heart . . .

- Super Agitator for maximum dirt extraction.
- Overflow Rinse—better than any number of separate rinses.
- Double Speed Spin Drying.

★ and with the special
Dish-Washing Attachment
Thor washes-up as well!

Easy payments available,
Dish-Washing Attachment optional.

Write for fullest details to:
Dept. 09, Thor Appliances Ltd.
55-59 Oxford Street, London, W.1.



BRAEMAR

UNDERWEAR

Something
just a little
better—



For keeping your hair unruffled, Silvifix is the ideal dressing. Concentrated for economy, a jar of Silvifix lasts 3 to 4 times longer than ordinary dressings. Just a little on the fingertips keeps your hair well groomed all day.



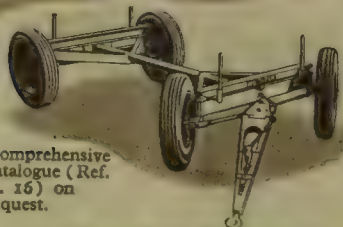
Silvifix

controls the hair without gumming

A Silvikerin product

WHITLOCK UTILITY TRAILER WAGON

Adjustable tubular chassis giving maximum strength with minimum weight. Extremely flexible. Auto-motive steering giving turning radius of only 9 ft.



Comprehensive catalogue (Ref. L. 16) on request.

WHITLOCK BROS. LTD. ST. YVES, ENGLAND

ALL RANKS AGREE . . .

A Peterson is
a good pipe



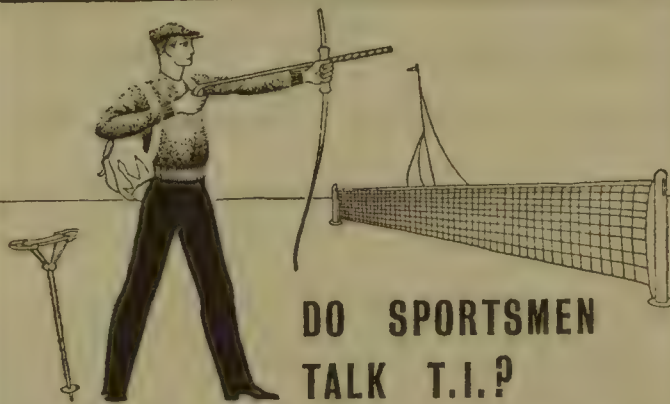
and has been
for over 70 years

Prices from 19/6 to 62/6 (inc. tax). Obtainable from all leading tobacconists.

KAPP & PETERSON LTD. DUBLIN and LONDON

Trade Enquiries to 74/77 White Lion Street, London, N.1

DO SPORTSMEN TALK T.I.?



Do sportsmen talk? Fishermen are silent till the King's Arms open . . . archers and golfers frown at so much as a hiccup . . . javelin-throwers just grunt . . . pole-vaulters gasp . . . motor-racers mutter . . . and you can't chat on skis with the wind in your teeth. On the other hand, squash and tennis players often keep up a stream of encouraging noises . . . the brotherhood of the rucksack greet Wordsworth's daffodils . . . small-boat specialists use terrible nautical words . . . while shooting-stick sitters are natural natterers.

Have we lost track of T.I.? Not on your life. *Every single sport mentioned here owes some of its keenest equipment to T.I. enterprise.*

The letters T.I. stand for Tube Investments Ltd., of The Adelphi, London, W.C.2 (Trafalgar 5633). They also stand for the thirty producing companies of the T.I. Group, whose specialist skills are co-ordinated in the general field of light engineering.



THE SURNAME OF A THOUSAND THINGS

There are
many
imitations



The continued popularity of Aertex cellular fabric over sixty years has led to many inferior imitations, often loosely described as "Aertex." But the real Aertex is unique. It has never been successfully copied. You can tell it by this label.

but only one
AERTEX

Genuine Aertex garments bear this label



—and utility



Andy ADAGES N°29



A stitch in time saves nine . . . but to save yourself from cuts and scratches wear ANDY Garden Gloves when gardening. Tough yet pliable, they do not harden after wetting and may be washed and washed again.

"THESE ARE THE GLOVES YOU HAVE HEARD ABOUT"

4/11 per pair from all Ironmongers & Stores, or direct 5/2 post free. (State size) TEDSON THORNLEY & CO. ROCHDALE

Andy GARDEN GLOVES

Say **DULUX**
to your decorator

. . . because it's made for those who reckon the cost of property painting per annum. Owners of either large or small property should write for a copy of The Economics of Maintenance Painting to I.C.I. Paints Division, Slough, mentioning this journal.



D.D.8182



OVERSEAS
SHIPPING

When calling at these Canadian Ports
HALIFAX - SAINT JOHN - MONTREAL
QUEBEC - VANCOUVER - VICTORIA

**British Consols or
"EXPORT" cigarettes**

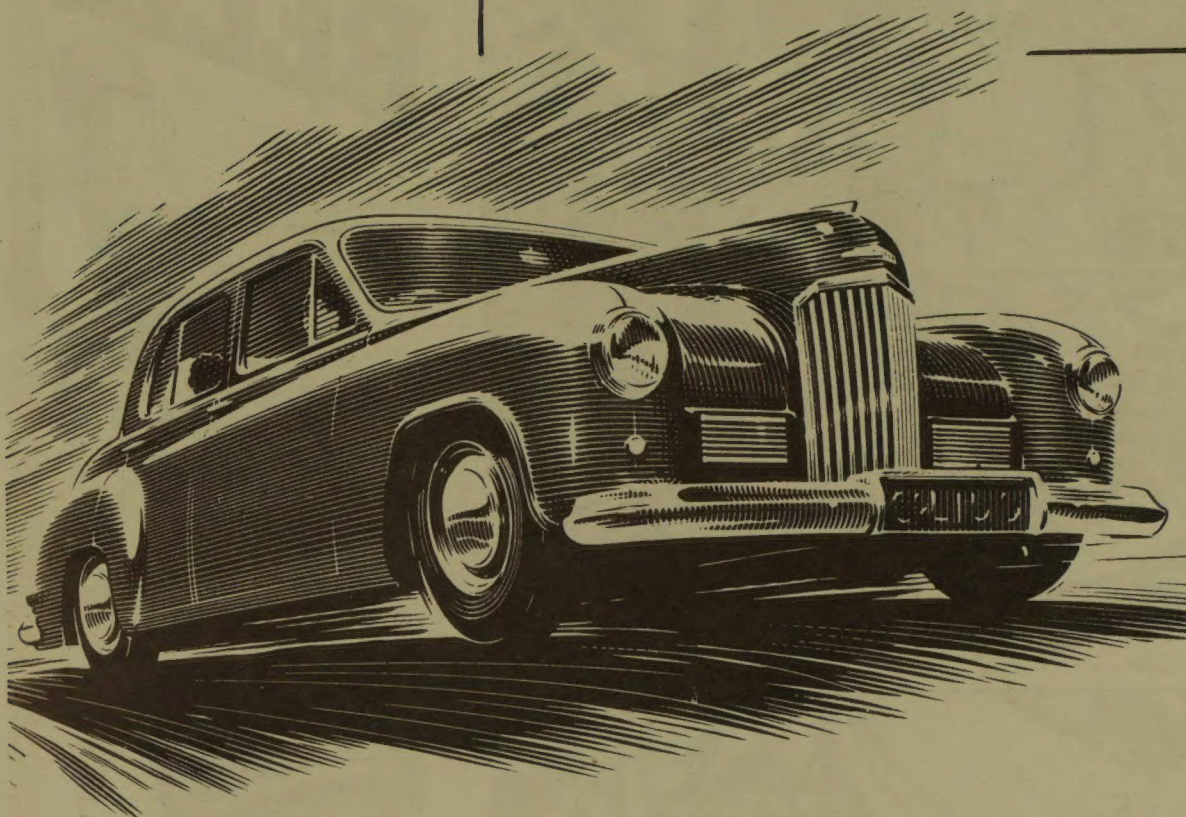
at competitive prices "In Bond" for passenger and crew use.

MACDONALD'S - SINCE 1858



BY APPOINTMENT
TO H.M. THE KING
MOTOR CAR
MANUFACTURERS
HUMBER LIMITED

Greater power to start with



THE NEW HUMBER HAWK now fitted with a larger engine gives more power, brilliant performance, improved torque at slow speeds—yet running costs are as low as ever. Important improvements to suspension and new cushion tyres ensure a smoother ride under all conditions with increased comfort for the occupants. Maximum safety is assured with Lockheed Hydraulic two-leading-shoe brakes

The New HUMBER HAWK

Also SUPER SNIPE • PULLMAN • IMPERIAL : PRODUCTS OF THE ROOTES GROUP

Humber Ltd. Coventry

London Showrooms and Export Division : Rootes Ltd. Devonshire House Piccadilly London W.1



COUNT THEM
ON THE CARS

More and more of today's famous cars are fitted with

H.M.V. CAR RADIO

There are now over 640 Radiomobile Accredited Dealers—each one fully equipped to demonstrate, install and service "His Master's Voice"

Automobile Radio equipment. Write today for the name and address of your nearest Radiomobile Accredited Dealer, who will be pleased to give you full information.

BY



Britain's automobile radio specialists

RADIOMOBILE LIMITED, 129/135 GY. PORTLAND STREET, LONDON, W.1

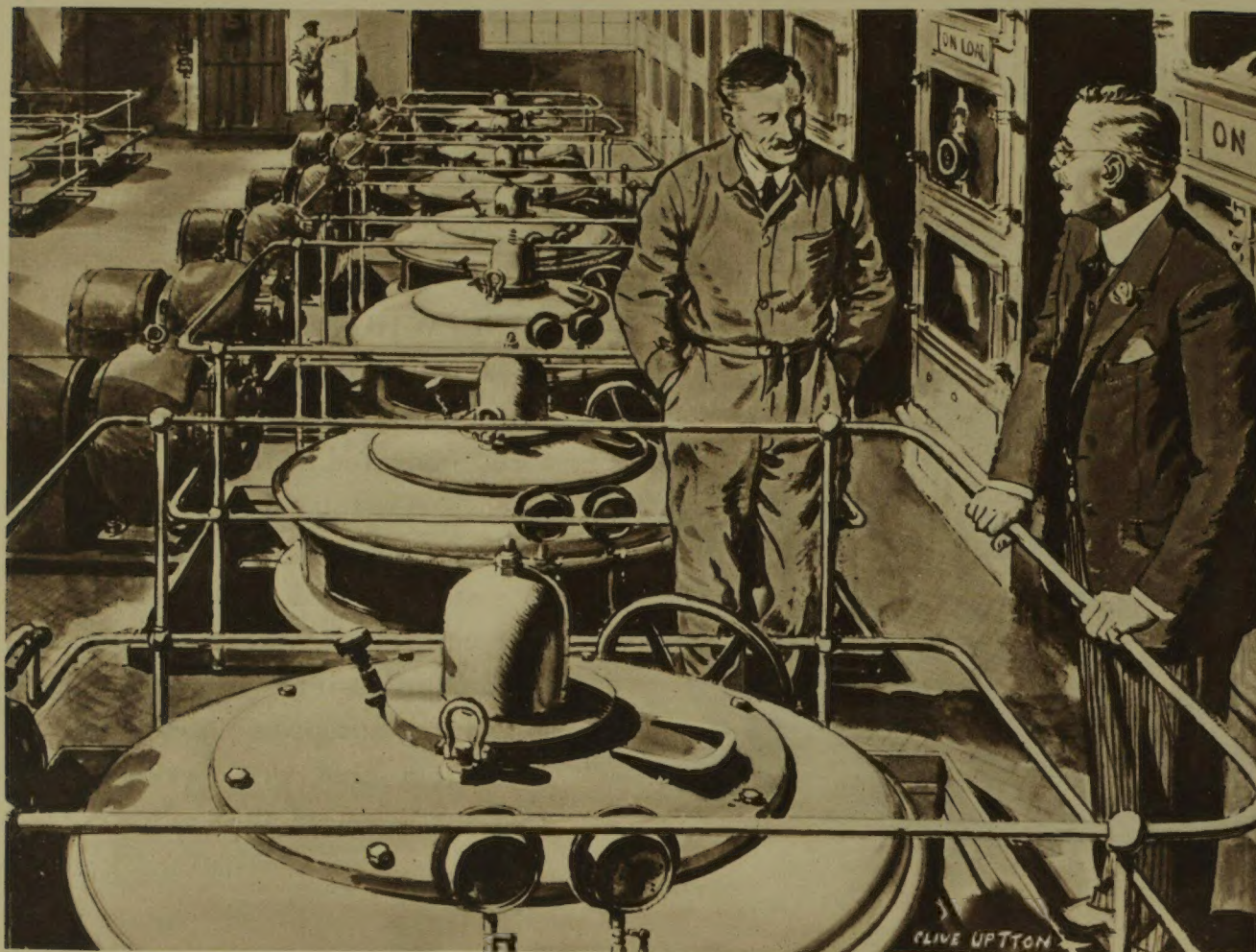
Gastronomic History

THE SOCIAL HISTORIAN who, two hundred years hence, turns the pages of this newspaper of today, will note with interest that London alone among cities could boast twenty separate banqueting rooms housed under a single roof. He will read that the vast and spotless kitchens of the Connaught Rooms cook meals for parties of anything from twenty to two thousand guests, and that all kitchen equipment is of gleaming, stainless steel. Perfect equipment in the kitchens is an important factor in building the Connaught Rooms' reputation for the best of good food.

CONNAUGHT ROOMS

are

Banqueting Rooms



We've solved some problems in our time!

In 1927—a Power Station problem. Generators driven by turbines. Turbines dependent on vacuum produced by condensers. Condensers supplied with river water by pumps. Pumps driven by electric motors. And to join the ends of this chain of interdependencies—the motors driven by current from the generators. That circle once broken by stoppage from any cause, the motors had to find power from elsewhere or the turbines could not be re-started.

¶ Obvious answer—a stand-by battery. But batteries idle for long periods are apt to prove work-shy when most needed. We worked out a new system of charging—the continuous feeding of a battery with exactly that fraction of charge which otherwise it must daily lose through standing unused. We called it trickle-charging.

¶ We started something, there. Trickle-charging is universal, now, for stand-by batteries. Our own Keepa-lite automatic emergency lighting system, using trickle-

charged batteries, is in use all over the world.

¶ And the Chloride battery that began it? Dismantled at last after 22 years. Was it worn out? Far from it. Good for many years more service. But the building in which it stood has just been demolished. They're building a new Power Station.

¶ Our battery research and development organisation, the largest & best equipped in the country—if not in the world—is always at industry's service, ready at any time to tackle another problem.

CHLORIDE

BATTERIES LIMITED

Makers of Exide Batteries

EXIDE WORKS · CLIFTON JUNCTION · NR. MANCHESTER

Ring for...
BELL'S

This fine old whisky contains all the richness of many years maturing.



ARTHUR BELL & SONS LTD.
SCOTCH WHISKY DISTILLERS, PERTH
• AN INDEPENDENT HOUSE •

WE ARE ANXIOUS TO BUY OLD GLASS PAPERWEIGHTS LIKE THIS ONE, OR OTHER DESIGNS



Single Specimens or preferably Whole Collections wanted. London's highest prices paid.

LORIES LTD.,

The Paperweight People, Est. 1912.
89B, Wigmore St., London, W.1.
Member of the British Antique Dealers' Assn.

Barling
LONDON 1812



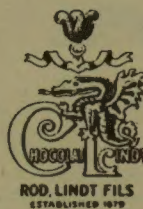
A sweet pipe. A comfortable pipe. Well-made and well-balanced.

A Barling, the pipe that gives perfect pleasure from the first fill. Take care of your Barling—supplies are still limited.

Manufactured in London since 1812 by
B. BARLING & SONS
"Makers of the world's finest pipes"

Lindt

THE
CHOCOLATE
OF THE
CONNOISSEUR



The ALL-BRITISH
Conway Stewart

Price
No. 58 29/11
28 24/5
388 20/9
475 15/3



GIVES
CHARACTER
TO YOUR
WRITING

The Popular Pen
with the
Marvellous Nib



BY APPOINTMENT
BISCUIT MANUFACTURERS TO H.M. THE KING
W. & R. JACOB & CO. (LIVERPOOL) LTD.



'For everyone's table'

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

Born 1820 –
still
going
strong



JOHNNIE WALKER

– Fine Old Scotch Whisky